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Per annum in advance.....$1 50
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	1 insertion.	2 do.	3 do.
Four lines or less,	$ 25	$ 37½	$ 50
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Two squares,	1 00	1 50	2 00
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Over three week and less than three months, 25 cents per square for each insertion.

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Six lines or less,	$1 50	$3 00	$5 00
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Two squares,	5 00	8 00	10 00
Three squares,	7 00	10 00	15 00
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The Globe.

WILLIAM LEWIS, Editor and Proprietor. —PERSEVERE.— TERMS, $1,50 a year in advance.

VOL. XVI. HUNTINGDON, PA., WEDNESDAY, FEBRUARY 13, 1861. NO. 34.

EIGHTH ANNUAL REPORT

OF THE DIRECTORS OF THE

Huntingdon and Broad Top Mountain R. R. & C. Co.

GENTLEMEN:

The period for the Annual Report of the Board having arrived, we proceed to lay before you as succinct and concise an account of the doings of the Company for the past year as possible.

Having been striving for three years, with but very indifferent success, to obtain a permanent foothold in the Eastern Markets, the Board, at the commencement of last year, determined to establish a very low rate of freight on all coal coming through to tide-water, with liberal drawbacks to heavy shippers.

This you will perceive by the comparative coal tonnage since 1857 has given the trade an unusual increase, without however affording the Company a corresponding increase of net revenue.

As the coal has now been pretty thoroughly introduced into New York, Boston and all the Eastern cities, as well as into California and Cuba, the Board think that a more remunerative tariff of freights may hereafter be adopted.

The large amount of money expended upon the Road in order to adapt it to the increased tonnage, has also tended to keep down the increase of net earnings.

We submit below a statement of the annual shipments of coal from 1857 to the present time, by which you will see that the increase for the past year has been greater than for any previous one.

COAL TONNAGE.

1857,	78,812 Tons.		
1858,	105,717 "	Increase.	26,905 Tons.
1859,	130,595 "	"	24,878 "
1860,	187,853 "	"	57,258 "
	502,977		
8 mos of 1856,	47,857		
	545,834	Total Coal Tonnage.	

The receipts and expenses of Road and Mines as compared with the previous year, were as follows:—

RECEIPTS.

	1860.	1859.	Increase.
Coal Freights,	$97,741 44	$69,606 48	$28,334 96
Merchandise,	8,478 30	7,530 03	948 27
Rent of Mines,	6,465 40	4,696 72	1,768 68
Passengers,	6,795 52	5,934 96	860 56
Rent of Houses,	1,353 50	828 00	525 50
Mail and Express,	1,862 42	1,862 42	
Miscellaneous,	606 32	578 87	27 45
	$123,302 90	$90,807 18	$32,495 72

EXPENSES.

Motive Power,	$22,816 78	$15,970 76	$6,846 02
Maintenance of Cars,	2,083 72	1,985 92	97 80
Maintenance of Way,	18,411 80	10,746 83	7,664 97
Conduct'g Transp'n,	10,629 95	7,698 39	2,931 56
			17,542 35
Maintenance of Mines,	989 05	1,029 82 Dec.	40 77
Total Expenses,	$54,933 00	$38,431 42 Inc.	$17,501 58
Net revenue as per Supt's statement,	$68,369 90	$53,375 76 Inc.	$14,994 14
Drawbacks allowed at this office, $11,546 16			
Incidentals, for Office expenses, Attorn'y Fees, Salaries, Taxes, &c., $6,589 58	18,135 74	6,720 12	
	50,234 16	46,646 64 Inc.	3,587 52
Saved by compromise agreed upon in 1859, and carried into effect in 1860.	20,674 71		
	$70,908 87	Total credit to profit and loss for 1860.	

There has been added to the construction and equipment account during the year $3, 945 38, of which $2,-061 60 was for the construction of a telegraph line, and the balance chiefly for improvements at the wharf at Huntingdon. There has been deducted from the same account $9,010 for an engine returned, leaving this account $5,064 12 less than at the last report.

There has been charged to the Improvement Account $6,121 09, of which $2,800 was for the one half of improvements made in 1859 by D. Blair, at a colliery held jointly by him and the Company. The remainder was principally for opening and improving the Cliff Colliery, developing the Fulton Vein, &c.

Although the Company have always been cramped in their finances, the Board have considered it sound policy to keep the Road and Rolling Stock in the best condition.

A large number of new and heavy cross-ties have during the year been put in, defective rails been re-rolled or re-placed by new, unsound stringers and uprights at trestles been removed and new substituted, and additional draining and ballasting been done.

To accommodate the increased tonnage and to permit the passage of trains, the sidings at Fisher's Summit and at McConnellstown have been lengthened, and an additional siding has been put in at Coffee Run. The cost of all these has been charged to Maintenance of Way, and to that extent reduced the net earnings.

Thirty miles of telegraph wire has been erected and the necessary stations established, the cost of which, together with permanent improvements at the wharf at Huntingdon, has been charged to the construction account.

The Rolling Stock of the Company differs but little from our last report, the purchases of new stock for the year being confined to eight new coal cars.

The Pennsylvania Railroad Company during a good part of the year ran a through train from the Company's weigh scales at Saxton to Harrisburg. By increasing this to two or three trains per day, as the trade may demand any increase of business for the present year can be readily met by the motive power now in possession of the Company.

Additional cars for the canal shipments are much wanted, but it is probable that these will be supplied by the Operators.

The supply of cars from the Pennsylvania Railroad Company for the way trade up to the 1st of September, was quite ample; but during the months of September, October and November it was altogether inadequate to the wants of the trade, and our tonnage and receipts both suffered severely in consequence of it.

The supply of cars from the Reading Railroad Company has been sufficient for the through trade during the entire year.

The Pennsylvania Railroad Company and the Reading Railroad Company are building jointly three hundred eight-wheeled coal cars, equal to six hundred four-wheeled, expressly for our trade, all of which will probably be ready in time for the spring business.

Important changes have been made in the collieries of the Company, and a largely increased production may reasonably be expected from them.—The vein of coal lying fifty feet below the Barnet, and known as the Fulton Vein, first discovered about one year ago, has lately been opened under the regular workings at Prospect Colliery, and although it is not yet sufficiently developed to enable us to speak positively, still we look upon it as nearly doubling the value of the Company's mines at Crawford. A new opening has been made below the the old No. 3 colliery, which we have named the Cliff. Shipments were commenced from it in June, and to the close of the season 6,895 tons were shipped. This colliery has been so far worked on account of the Company, but it is probable, as a number of parties want it, that it will rented be in a short time.

The arrangement for shipping via Lebanon Valley and Reading Railroad to Port Richmond, has worked satisfactorily, and the tonnage by that route must eventually be very large.

The rates of freight however on coal destined for this route have not been very remunerative, owing to the severe competition at Tide Water from the Cumberland Coal.

For the last few weeks the local demand for our coal has been much less than at the corresponding period of last year, the rolling mill orders being nearly all suspended on account of the financial difficulties now existing.

It is to be hoped that this will not long continue.

The orders for Railroads continue fair.

The financial condition of the Company is as follows:

Unfunded Debt,		$175,034 74
Second Bonds owned by Company, out as collateral, to be taken by creditors as per agreement when redeemed,	$46,000 00	
Cash, Freight, and Coal Bills,	3,268 58	
	49,268 58	
	$125,766 16	

COUPONS OVERDUE.

On First Bonds,	$27,820 26
On Second Bonds,	19,023 00
	$46,843 26

COUPONS FUNDED.

First Bonds, Scrip, due Oct. 1st, 1860,	$49,892 50
First Bonds, Scrip, due July 1st, 1864,	24,815 00
Second Bonds, Scrip, due Feb. 1st, 1863,	32,427 50
Second Bonds, Scrip, due Nov. 1st, 1864,	16,100 00
Total,	$123,235 000

Sum required to pay interest on mortgage bonds, coupon certificates, overdue coupons, and unfunded debt:

First Mortgage, $500,000 @ 7 per cent.,	$35,000 00
Second Mortgage, 500,000 Less Unsold, 46,000	
$454,000 @ 7 per cent.,	31,780 00
Total Coupon Debt, $170,078 @ 6 per cent.,	10,204 68
Unfunded Debt, interest, say	10,000 00
	$86,984 68

From this you will perceive that the condition of the Company does not differ materially from what it was one year ago. We have this encouragement however that the tonnage has been considerably increased, and with the same rate of increase for the season, and with a more remunerative tariff of freights, we think the Company should earn interest on all the debt funded and unfunded. The design of the Board has been to get the earnings as early as possible up to such a point as would make their reserved stock available for the total liquidation of their unfunded debt. The Board are now endeavoring to get this debt into such a situation that the Company will only be required to pay the interest for some time to come. An attempt was made in October to commence the payment of interest upon the first mortgage bonds by paying one-third cash two months, and one-third four months.

The short supply of cars in October and November, and the sudden contraction of business in December, together with the pinch in the money market, prevented us from being able to meet the second instalment promptly, but we hope to get all the unpaid coupons of October last taken up previous to the maturity of the April interest. To accomplish this, the Board have directed the suspension of any further attempt at a reduction of the floating debt of the Company for the present.

We hoped to have been able by this time to have reported the completion of the Bedford Railroad to Bloody Run, which would greatly benefit our local freight and passenger business, but after grading nine miles and partially grading the other three, they were compelled to suspend work for want of funds. What prospect there is of its early completion we are not able to say. The sum required to finish the grading is but small, and the Pennsylvania Railroad Company would be well requited for advancing the necessary means to complete the grading and superstructure by the connection it would afford them by way of our Road, with the fertile valleys of Snake Spring, Friend's Cove and Denning's Creek, as well as with the town of Bedford and Bedford Springs, a large portion of the business, from all of which now goes via Cumberland to Baltimore and Ohio Road.

The Board desire to acknowledge their sense of the kindness and courtesy of the officers of the Pennsylvania Railroad Company and the Reading Railroad Company, in the disposition they have shown to do everything in their power to facilitate our trade.

The Superintendent, Mining Engineer, and other officers of the Company at Huntingdon and upon the Road, continue to enjoy the confidence of the Board.

By order of the Board.

L. T. WATTSON,
President.

Huntingdon and Broad Top Mountain Railroad and Coal Company.

DR.

1861. Jan. 1.		
To Capital stock act,	$430.653 21	
Preferred stock, "	41,750 00	
		$472.403 21
Bond "		661,778 69
Bills payable, loans and other debts,		277,294 18
Coal account,	891 92	
Cliff Colliery,	524 57	
		1.416 49
Passengers, Freights and Mines,		120.526 99
Profit and loss account,		68,800 77
		$1,602.220 33
Bills payable, Loans, &c.,	277,294 18	
From which deduct amount for which Crs. have agreed to take preferred stock,	120.526 67	
		156,767 51
To which add am't. due for bonds borrowed of directors,	7,300 00	
Amt due for interest on certificates, due and uncalled for,	2,804 07	
Amt due B. T. I. C. drawbacks,	7,369 62	
Amt due salaries, & temporary loans,	793 50	
		18.267 19
Amount of unfunded debt,		$175.034 70

CR.

By construction and equipment account,	$1,349,865 82
Real Estate and improvement at Mines,	122,438 75
Running expenses, maintenance of way, superintendence, &c.,	55,089 11
Interest account, interest on renewels, notes paid, interest on bonds,	32,439 06
Incidental expenses, Office expenses, salaries, &c.,	6,589 58
Bills receivable, bonds and stock,	9,346 74
Balances due on stock,	5.192 24
Balance in hands of Supt.,	6.452 29
Drawback account,	11,546 16
Cash and cash assets,	3,260 58
	$1,602,220 33

SUPERINTENDENT'S REPORT.

A great portion of the Report of J. J. Lawrence, Superintendent of the road, being embodied in the Report of the Board of Directors, extracts only from his Report are here annexed.

Valuable tables prepared by the Superintendent, showing all the details of the business on the road, are at the office of the Company and open to the inspection of the stockholders.

EXTRACTS.

The amount charged to construction and equipment account during the year was $3,295 44, of which $2,061 60 was for the construction of the Company's line of telegraph which was commenced in January and finished in March, between Huntingdon and Hopewell, 31 miles; the cost per mile being $66 50, which includes full sets of first class instruments for five offices. All the material used in the construction of the line was the best that could be procured. The labor having been performed by the regular division hands, the expense of the whole was only about half the price usually paid contractors for similar work.

By the aid of the telegraph we are enabled to do much more work with the same motive power than before.—Trains are moved with greater regularity, and delays that under the old system were unavoidable, now rarely occur.

During the year just closed, I consider that had we been without a telegraph, at least one additional locomotive would have been necessary to have done the business, and that the entire cost of the line has been saved to the Company since its completion, the additional cost of working the line adds to our expenses only about twenty-five dollars monthly—our agents and clerks nearly all being operators. The balance to construction and equipment account, $1,233 84, was for finishing trestle-work at Huntingdon basin, iron for sidings, drawbacks in payments of coal cars, and experimental surveys for inclined planes.

Our working expenses show an increase over 1859 of $17,542 35; the tonnage, an increase of 57,557 tons, and the earnings, an increase of $32,-483 21. $3,000 were expended for new copper fire boxes for locomotives Hiawatha and Meteor, and $2,895 50 paid to Pennsylvania Railroad for hire of locomotives, which is nearly the entire increase of this account over last year. The maintenance of way expenses were necessarily heavy owing to the extensive repairs to bridges, trestle-work and track made necessary by the increased busines of the road.

You will observe that with the largely increased business over 1859, transportation expenses have been increased less than $3,000.

The contract with Messrs. Dock & Ashcom, of Hopewell, for repairs of engines, cars, tools, &c., and for furnishing oil, tallow, &c.,—all locomotive stores expiring March 1st, 1860, was renewed for three years from that date. This system has worked very satisfactorily on many roads, and since introduced here has worked to our entire satisfaction.

The only drawback being the great distance of the shop from the business of the road, it being at Hopewell, over seven miles from Saxton, where engines running between Saxton and Huntingdon lay over.

I would earnestly recommend the building of permanent shops at Saxton or Huntingdon, for repairs, engines, cars, &c.

The receipts from passenger and local freight do not show much increase over 1859. Nor can it be expected that the receipts from those sources will improve when the nature of the country along the line of the road is considered being comparatively poor, producing no more than is needed for home consumption, not leaving any surplus for shipments.

The receipts from that source will increase after the Bedford Railroad is completed, which it is hoped will be during the present year.

Owing to the small passenger business during the fall and winter months (or about half the year,) and the expense of doing a way passenger business with a heavy coal train—with passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passengers with their baggage. These cars are an economical substitute for the costly locomotive, and would suit our trade. A car could be built, with a baggage apartment, that would do our passenger business at all seasons, at one-fourth the expense of a train drawn by a locomotive.

The coal trade suffered very much during the months of September and October, for want of cars, the Pennsylvania Railroad having a heavy trade from the West, could not give us near the required amount; had we received a full supply during those months, our yearly shipments would have reached 200,000 tons.

Our motive power is in good order, and we can do an increased business with the same power, over last year, it being generally in better condition than at this date last year. Our coal cars (for the canal trade) having been extensive repairs, and about one-fourth of the original number have been entirely rebuilt during the past year.

The distribution of cars to the different mines during times of scarcity, is done according to the number of men employed and their capacity to ship, and has been generally satisfactory.

No serious accident has happened to the property of the Company, nor has any passenger been injured during the year. The road and rolling stock never was in better condition, nor were we ever so well prepared to do a large business as during the coming year.

The reports of John Fulton, Esq., Resident and Mining Engineer, will give the details of the condition of the road and mines. I am indebted to very faithful and industrious officers and employees for the prompt and cheerful manner in which their several duties have been performed, and to Enoch Lewis, Esq., General Superintendent Pennsylvania Railroad, and his Division Superintendent, for their unceasing efforts to accommodate our trade.

Respectfully submitted,
JOHN J. LAWRENCE,
Superintendent.

Interesting information from the Tabular statements of the Superintendent:

78,216 tons coal were shipped in Penna R. R. cars; 76,741 tons coal were shipped in Reading R. R. cars; 32,896 tons coal were shipped in Company's cars for canal. 187,853, total tons coal shipped in 1860. 16,390 P. R. R. cars were loaded; 14,066 Reading, and 5907 Company's cars. The total number of coal cars loaded were 36,363. The total coal car mileage being equal to 2,181,780 cars hauled one mile. The total tonnage of the road being equal to 5,838,540 tons hauled one mile.

The number of passengers carried was 14,856. Miles traveled 216,537, equal to 7,000 through passengers.—The mileage of Locomotives was 103,-457 miles.

H. & B. T. R. R. & C. Co.
ENGINEER'S OFFICE, SAXTON,
January 1, 1861.

J. J. LAWRENCE, ESQ.,
SUPERINTENDENT.

Sir:

The following Report of the condition of the road and its branches, with other matters connected with the Maintenance of Way, is respectfully submitted.

The total length of single track is as follows:

Main Line, Huntg'n to Hopewell,	31	miles.
" Sidings,	2¾	"
Shoup's Run Branch,	9½	"
" " Sidings,	2½	"
Six Mile Run Branch,	1	"
Sandy Run Branch,	1	"
Total,	47½	

During the past year there has been used in the renewal of the superstructure of the road, 3,208 cross-ties, 1,061 wrought and cast iron chairs, and 55½ tons of iron rails. The rails received from Cambria Iron Works and rolled of uniform equality, have, as far as tested, proved satisfactory.

The use of substantial wrought iron chairs during the latter portion of the past season, has been found to be more safe and economical than the cast iron chairs heretofore used.

In the early part of the year it was found necessary to increase the repair force, to sustain the road-way under the increasing tonnage passing over it. An additional party was placed at work during the summer, to deepen and cleanse the side drains, remove portions of slopes in cuts liable to slide on track, and to make other general improvements on the road-bed. The material removed from cuts at Seventeen and Fisher's Summit, was deposited in trestles near these points, in the latter case entirely filling it up.

Stonerstown Bridge has been strengthened by the introduction of heavy spur braces, abutted on skew-back timbers placed on the large anchor irons, and against the face of masonry—their introduction will relieve the lower chords of the heavy strain thrown on them near the abutments and piers, besides practically shortening each span over thirty feet.

The trestles have been thoroughly repaired, eighty new track stringers have been introduced, also sills, posts, braces, &c.

Since October last, a watchman has been employed to inspect Norris and Rough and Ready Trestles; this with the watchmen at Huntingdon and Stonerstown, insures a thorough inspection of the important mechanical structures of the road.

To meet the requirements of the increasing business of the road, a new siding has been constructed at Coffee Run, 942 feet long. The sidings at McConellstown and Fishers Summit have been lengthened, the former 364 feet and the latter 255 feet. The colliery siding at No. 3 has been extended 393 feet, to accommodate the Company's Cliff Mine opened last June.

A permanent water station is now nearly completed at Blair's Station, on Shaup's Run Branch, the water is taken from a point in the stream sufficiently above the collieries to avoid receiving with it any of the water from the mines. This improvement will facilitate locomotive operations at upper collieries, and on Switch Back Road.

A substantial retaining wall has been constructed along track at Huntingdon, from depot buildings to a point near old warehouse, and the roadway filled in with ballast—the extension of this improvement to the bridge abutment at mill race would be very desirable.

In the beginning of last year a survey was made of the practicability of introducing the water of the head waters of Shaup's and Six Mile Runs, by a system of inclined planes worked by stationary steam-engines, and connected by gravitating railroads. The result of this survey was laid before you in June last; it showed the adaptability of the ground for such a system, requiring the construction of three planes, overcoming an elevation of 908 feet. The length of road to be constructed from Coalmont to near Broad Top City is 5 miles, to which add the extension yet required to develop Six Mile Run, 6 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles. The successful application of similar systems in many of the coal fields of Pennsylvania, is strong evidence of the economy of stationary over locomotive power in overcoming large elevations in short distances.

The survey was made mainly to develop the facts of the routes proposed, to obtain just ideas of the problem to be met in developing these important parts of the region, and that any extension of the branches constructed in the meantime can be located intelligently, so as to conform to and ultimately be embraced in the general system contemplated.

During the ensuing year we will require for general renewal of road superstructure, 250 tons of iron rails (re-rolled,) 1,200 wrought iron chairs, and 13,000 white oak cross-ties.

The absence of accidents during the past year from defects in track, is the best evidence of its condition—with the introduction of a large number of substantial cross-ties, and the general and efficient repairs done to its mechanical structures, I feel confident of its sufficiency to meet the business of the coming year with entire safety.

JOHN FULTON,
Res. and Min'g Engineer.

RAVAGES OF DIPHTHERIA.—Mr. John Frederick Stine, of Susquehanna township, in this county, recently lost four children in the space of eight days, victims of diphtheria or putrid sore throat. Mr. Henry Myers, of Cumberland township, Adams county, followed six children to the grave within a few days, all victims of the same disease. Three of them died within eight hours, and were all buried at one time! Hundreds of homes in various sections of the State have been desolated the present winter by this terrible scourge, aptly styled the "demon of the nursery." A number of persons, old and young, in our city, are afflicted with sore throat, but the disease is not attended with the fatality which marks its progress elsewhere. We presume this is mainly owing to the skill of our physicians.—*Harrisburg Telegraph.*

HOW LEAD PENCILS ARE MADE.—The best black pencils are made from the natural ore of plumbago; but the more common sort from an artificial compound of plumbago, dust and antimony. The lumps of plumbago are cut into thin slices by a small circular saw.—The slices are dipped in glue, pressed into the groove of the prepared wood and broken off.

☞ There is a man in Greenbush—says the Troy *News*—who believes in rotation of crops. One year he raises nothing; the next year weeds.

OUR CORRESPONDENCE.

FRIEND LEWIS:—

A few weeks ago, I was very agreeably surprised on receiving a copy of THE GLOBE with new heading, considerably enlarged and printed with new type. The earth has made its annual revolution almost sixteen times since the first copy of the GLOBE was issued; and for twelve years I have been perusing its instructive columns. Being so highly pleased with its *present* appearance, I have prepared expressly for, and dedicate to THE (NEW) GLOBE the following essay. Hoping that your subscription book may be well filled with advance paying subscribers, I remain Yours, truly,

S. T. D.

NEW DANVILLE, *Jan.* '61.

NATURE MORE PLEASING TO THE EYE THAN ART.

The eye is a natural camera by which the pictures of objects are presented to the mind, from which we obtain ideas of the objects presented; and the impressions thus received, constitute the stand-point from which we reason. If the impression made upon the mind is of a grand and imposing character, it is said to be pleasing to the eye, and our reasoning will be in accordance. On the contrary, if the idea received of the object be one of an ordinary or disgusting character, the chain of thought or reasoning will be *vice versa*.

Art discloses to our view many scenes of transient beauty; she has reared stately mansions; splendid cities, both ancient and modern; pyramids; towers and obelisks—but what are all these compared to one of nature's crowning works? A mere gewgaw in comparison. With what is our transient pleasure destined to stop; What but with the idea of *man*—that poor puny worm of the dust, whose knowledge is so limited and whose follies are so numerous and glaring—transient as his works—here to-day—to-morrow in eternity. Thus it is that the ideal pleasures derived from viewing the works of the creature are rapidly metamorphosed into feelings of sorrow and remorse.

But how different when we behold the handi-work of the Great Architect of heaven and earth! Scenes are presented to our view, which are calculated to inspire tranquility; to effect a mild and calm the troubled order; to brand deur; to unfold the of human grandintelligence; to excite admiration and delightful musings; and to point the soul to God as the Supreme Ruler of *all things, and the Great Fountain from which all true pleasure is derived.*

Do you doubt it? Behold the beautiful landscape of the world; the lofty mountains mingling their snow-capped summits with the clouds of heaven; the hills decorated with magnificent forests; the plains stretching from one side of the horizon to the other, decked with flowers of every hue in beauty's crown; the placid lake like a mighty mirror in the embrace of the hills; and the beautiful rivers rolling their crystal waters towards the ocean.

Do you doubt it? Go scale the heights of Mt. Etna—*a point* which unites so many august and sublime objects, that no imagination has dared even to form an idea of so glorious, pleasing and magnificent a scene; numerous volcanoes with their smoking summits appear under your feet; and you look down upon the whole of Sicily as on a map, and can trace every river through all its windings from its source to its mouth.

Do you doubt it? Go visit the Falls of Niagara—a cluster of beauties gorgeously decorated with majestic cliffs, splendid rainbows and lofty trees; while vast floods of sparkling water, dense, beautiful and stupendous, vehemently burst over a precipice of one hundred and fifty feet as if the cataracts of heaven were opened, and the fountains of the great deep were broken up, that man might "look up through nature to nature's God," and catch a glimpse of the golden streets of the celestial city.

Behold the sun—best image of its Creator—looking majestically through the ascending spray, encircled with a radiant halo, shedding its refulgent glories upon every part of the delightful scene—adding beauty and magnificence to the already unrivaled mechanism of the "*Great I Am.*"

Do you doubt it? On a clear autumnal evening, after the orb of day has descended below the western horizon, take a serious and attentive view of the blue vault of heaven. Behold the moon—the beauty of heaven—the glory of the stars—

"O'er Heaven's clear azure spread her sacred light,
When not a breath disturbs the deep serene
And not a cloud o'ercasts the radiant scene;
As 'round her throne the vivid planets roll
And stars unnumbered gild the glowing pole;
O'er the dark trees a yellower verdure is shed,
And tip't with silver every mountain's head;
Then shine the vales—the rocks in prospect rise,
A flood of glory bursts from all the skies."

As the moon ascends the ethereal arch, diffusing her soft and mellow light over a part of God's creation—the stars—the flowers of heaven—the lamps of the universe—one after another emerge from the blue vault till the whole celestial concave appears all over studded with millions of shining orbs, emitting their radiant light from every part of the delightful scene; and all moving with an apparently slow and silent motion along the cycle of the heavens. A scene is presented which man with all his imaginary pomp and splendor, appears on comparison as a mere microscopic animalcule—yea, as less than nothing, and vanity."

Kings have descended from their thrones to pay it homage—the theme of poets and philosophers in all ages of the world. Even the untutored savage has been struck with admiration at the view of the starry heavens, and has regarded the celestial luminaries, either as the residences of his gods, or the arbiters of his future destiny.—Nature is man's best teacher. Even in the smallest blade of grass she unfolds her treasures to his search, unseals his eye, illumes his mind, and purifies his heart. Wherever we turn our eyes some object of beauty, and admiration appears, above, below, and around. In the depths of the briny ocean; in the subterranean caverns of the earth; and in the Heavens above our heads,—always blooming, always beautiful, and will continue to bloom till that great and terrible day, when "the Heavens and the earth will pass away, and the elements melt with fervent heat."

ENVY.

Whatever tends to enlighten the mind, instruct the heart, and elevate the soul, should be matter of the *utmost concern, and the most careful attention* of every individual.

On the other hand, whatever has a tendency to obscure that immortal principle, to fill the heart with desires of the most uncontrollable nature, and finally, to sink the soul deep down in the dark and dismal abyss of interminable woe, should be looked upon as a fiend, whose fangs are more destructive than the most poisonous reptile that ever crawled.

The former is high and ennobling in its character, while the latter is goveling, sensual, and devilish, embracing a few of the leading features of Envy.

Of all the foul and fearful passions which invade the human heart, this is surely one of the most direful.

It has hurled angels from their lofty habitation, down, down—to the "bottomless pit." It is a slow, but ever accumulating crime in the bad man's breast, a feeling of revenge or hatred that steadily steals into the heart in moments of calm reflection, dwelling there insatiate, devising schemes to work the utter ruin of some poor trembling inhabitant of earth, whose fortune has fallen unlucky in the great scale of chance, perhaps, suffering already the extreme loss of a half ruined reputation.

What is it, but a *slow, simmering poison*, a low, selfish meanness, with snakish looks, that will eventually, if not arrested in its heinous course fry the *very soul*, as it were, to a crisp, in the burning furnace of Jehovah's wrath. A craving sensual desire to rob the pure of their purity, the weak of their little strength, the innocent of their innocence, the holy of their faith and their God; to see them trampled under foot of man, and at last sink down in the awful whirlpool of dark despair.

Will a man rob God? Gentle reader, he who practices this enormous crime of ruining character, surely deserves to be branded with the epithet of *a robber and traitor* to his God. He most certainly forgets that he is a responsible being and that the scrutinizing gaze of the Almighty is constantly resting upon him. Remember thou caviler of truth, that it is a *fearful* garments with so filthy an enemy, go wash, and stain them no more. Avoid this woful crime as you would the Leprosy, or the most fatal disease that ever existed.

If thou hast not yet been overtaken by this loathsome epidemic, be glad, and still shun the broad, frequented *paths along which it lurks; pass not that way*, they lead to no enchanting fields, where verdure is ever green and blossoms never fade. C*****

Cassville Seminary, Feb. 2, 1861.

DATES WORTH REMEMBERING.

1180, glass windows first used for light: 1235, chimneys first put to houses; 1252, lead pipes for carrying water; 1290, tallow candles for light; 1290, spectacles invented by an Italian; 1302, paper first made from linen; 1341 woolen cloth first made in England; 1410, art of painting in oil; 1470, art of printing from movable types; 1474, watches first made in Germany; 1540, variation in the compass first noticed; 1543, pins first used in England; 1590, telescope invented by Porta and Jansen; 1590, Jasper's satellites discovered by Jansen; 1601, tea first brought to Europe from China; 1608, theater first erected in England by Shakspeare; 1610, thermometer invented by Sanctorous; 1616, circulation of blood discovered by Harvey; 1626, bricks first made of any required size; 1626, printing in colors invented; 1620, newspapers first established; 1630, shoe-buckles first made; 1636, wine made from grapes in England; 1639, pendulum clocks invented; 1641, coffee brought to England; 1641, sugar-cane cultivated in the West Indies; 1643, barometer invented by Toaricelli in Italy; 1646, air guns invented; 1649, steam-engine invented; 1650, bread first made with yeast; 1759, Cotton first planted in the United States; 1756, steam-engine improved by Watt; 1785, stereotyping invented in Scotland; 1788, animal magnetism discovered by Mesmer; 1832, telegraph invented by Morse; 1839, daguerreotype made by Daguerre, France.

A PULPIT ANECDOTE.—Some days since we chanced to be in company with several divines, who were relating numerous amusing anecdotes of the pulpit. Among others the following struck our fancy as one deserving of record:

"I was," said the reverend gentleman, "attending divine service in Norfolk several years ago, during a season of some excitement. While the person officiating was in the midst of a most interesting discussion, an old lady among the congregation arose, clapped her hands and exclaimed, "Merciful Father, if I had one more feather in my wing of faith, I would fly off to glory!" The worthy gentleman who was interrupted, immediately replied, "Good Lord, stick it in and *let her go*, she's but a trouble here." That quieted the old lady.

☞ A minister had a quarrel with one of his parishioners by the name of Hardy, who showed considerable resentment. On the succeeding Sunday the divine preached from the following text, which he pronounced with great emphasis, and with a significant look at Hardy, who was present:—"There is no fool like the fool-Hardy."

The Globe.

HUNTINGDON, PA.

Wednesday, February 13, 1861.

COUNTY COMMITTEE MEETING.

The Democratic County Committee are requested to meet in *Convention* at the Jackson Hotel, in Huntingdon, on Friday the 15th Feb. inst., at 2 o'clock, P. M., to take such action on the recommendation of the State Committee calling a State Convention, as may seem right and proper.

GEO. JACKSON, *Chairman.*
WM. STEWART, *Secretary.*

THE NEWS.

—The President elect will leave Springfield for Washington on the 13th inst.

—The delegates to the Chicago convention from Vermont, comprising many of the leading Republicans of the State, met lately, and unanimously protested against the adoption of any of the proposed plans of compromise before Congress.

THE VIRGINIA CONVENTION.—The Richmond *Enquirer* admits that not more than thirty secessionists are chosen. The Richmond *Whig* publishes a list of more than one half of the delegates elected, with the remark that "probably nine-tenths of them cordially approve of the final effort to restore the Union and the Constitution in the spirit in which they were established by the fathers of the Republic, now progressing at Washington. Unconditional 'unionists' and extremists, on the other side, will constitute very small proportions of the convention." The Alexandria Gazette says that the action of Virginia "should have but one effect at the North—and that is to increase the feeling among the conservative men there in favor of a settlement of existing difficulties, and the exhibition of an earnest desire to have the Union restored upon just terms—terms which will guaranty to the States their rights, and protect them from a hostile or aggressive policy."

—The Mormons are emigrating to Washington Territory. The settlers are indignant, and threaten resistance.

—The snow in Vermont has been five feet deep, deeper than it has been in the past ten years, and has seriously interrupted the mails.

—A thousand mounted volunteers are about to start from Texas, on an expedition of extermination against the hostile Indian tribes.

—Three spans of the North Central Railroad bridge, across the Susquehanna this side of Harrisburg, was blown down on Thursday evening last.

the country. Baltimore, New York, Philadelphia, and other cities suffered considerably.

The Latest News.

WASHINGTON, Feb. 11, P. M.—Vice President Breckinridge says that the election of Hon. Jeff. Davis, as President of the Cotton Confederacy, is a hopeful omen, indicating that re-construction of the Federal Union, and a permanent settlement of our slavery troubles is possible.

Ex-President Tyler states that the great difficulty in reference to an adjustment is that the Northern men in the Peace Conference and in Congress oppose in any way the acceptance of any compromise which will recognize the *fact of property in slaves.*

South Carolina is very indignant at the manner in which Georgia and the *other States overslaughed the Palmet-* to land in the Southern Congress.

THE TONNAGE TAX.—Considerable of our space this week, is taken up with the bill introduced into the House last week for the commutation of the tonnage duties, and with an article upon the same subject. There appears to have been a revolution in public *opinion on the question of repeal* within the last year, for it is now very evident that there will be but little opposition to the passage of the bill. We hear men every day—men who have been opposed to a repeal for political effect—declare, that in justice to the company—justice to our local county interests, and to the future of our State, demands a removal of an unjust tax upon one of the greatest improvements in the United States.

In the statement of the business of of the road, we find that the increase of freight earnings in 1860 over 1859, was $535,672 82, and that much the larger part of this increase is upon the local freight. Every ton of this trade is taxed by the State, so that just in proportion as the business of the people residing on the Pennsylvania railroad is increased, their burthens are increased. In addition to the taxes on their property, which they pay in common with the citizens of other parts of the Commonwealth, *they are taxed upon every barrel of flour, every bushel of wheat, every ton of iron, every package of goods, which they buy or sell.* Thus the profits to which, as enterprising and industrious citizens they are entitled, are diminished, and the cost of what they consume is increased.—The existing law imposing the tonnage duties discriminates against all their interests and retards their prosperity. They are not upon an equality with citizens who live upon other great railroads in the Commonwealth, and in justice they can demand of the Legislature the repeal of a law so unfair and *illiberal.*

A Few Reflections in Relation to a Bill, Entitled an Act for the Commutation of Tonnage Duties.

First. It is upon its face manifestly fair, just, and equitable, for it places all routes of public transportation upon a perfect equality, so far as the same can be effected by legislation.

Second. The repeal of the tonnage duties imposed upon the trade of the Commonwealth, is demanded by the highest considerations of public policy, by the purest integrity, by the clearest good faith on the part of the Commonwealth.

Third. It is demanded by public policy, because it is a crushing burthen upon all the business which flows through one of the great arteries of trade in the State. It positively excludes from our State a very large amount of trade, for the tax is so heavy, that it finds a *cheaper* access to the sea-board, through untaxed channels of trade leading to cities in other States.

It taxes raw material so heavily as to prevent its transportation, in many cases. and thus oppresses the industry and skill, which would be expended so profitably to our citizens, in converting that raw material into manufactured product.

It taxes certain classes of our citizens to the exclusion of others, discriminating at the same time against those least able to bear it: surely, if we discriminate at all in taxation, it should be the reverse of this: it should be in favor, and not against, those least able to bear it.

Fourth. The repeal of the tonnage tax is demanded by the purest integrity, for it was originally imposed only to protect the Main Line of the Public Works from an anticipated loss of revenues, which never in fact occurred. The building of the Pennsylvania Railroad, being in effect the same as extending the Columbia Railroad from Harrisburg to Pittsburg, produced an increase of revenue on the Columbia Railroad, exceeding in value that which was lost to the Canal, so that the revenues of the Commonwealth increased instead of diminished by the construction of the Pennsylvania Railroad; and this reflection will be the more *striking* when it is remembered, that in 1846, when the Pennsylvania Railroad was incorporated, the New York Central, and the New York and Erie *Railroads, the enlarged Erie Canal,* and the Baltimore and Ohio Railroad, were approaching completion, and about to enter into competition with our Main Line, the cost of doing business upon which was too great to meet this competition, and its traffic would necessarily have been reduced to a local trade, destroying its value as a source of revenue.

If further reflection needs to be added, you are reminded that the [illegible] tax was intended to protect, and which, so far from yielding a revenue, had always proved really a heavy source of expense annually to the Commonwealth, has been sold by the State, and bought by the Railroad Company. It, of course, therefore, no longer needs protection, though wholly unprofitable to its present owners, and the reason for the tax having ceased, the tax itself should be removed.

Further, the Company are willing to pay to the Commonwealth taxes on their property, and franchises to the *same extent, and in such manner* as will place their works upon an equality with similar improvements; they desire to be placed upon this equality in order to be able to transport as cheaply as others, and to make their property more beneficial to the public than it can be whilst burthened with a tax so heavy as to prevent, to a great extent, the proper development of the resources of the State.

Fifth. The removal of the tonnage tax is required by the purest good faith. At the time of the purchase of the Main Line by the Railroad Company, the then Executive of the Commonwealth pledged his good faith, and so far as he was able, that of the State, for the repeal of the tax, and, in consequence of this pledge, *earnestly* recommended its repeal in his annual message of January, 1858.

Without this pledge, the Company would not have bid for the works.—They did purchase, relying on the good faith of the Commonwealth for the repeal of the tax, in accordance with this pledge of the Government, giving for the property much more than it was worth to the Commonwealth or any other party.,

Sixth. The reduction of rates for transportation, as required by the provisions of the bill, will aid in the development of the resources of the State, and, of course, increase the value of real estate—thus directly benefitting the citizens, and improve the taxable values of the Commonwealth.

Seventh. The distribution of loans, as proposed in the bill, will enable all the roads (amounting in all to more than 230 miles,) referred to, to be completed within a reasonable time, and thus add much to the taxable value of property in the regions of country that will be benefitted by developing their resources.

The prosecution of the work will give immediate employment to several thousand workmen, and require large quantities of iron and other material necessary for construction, and it is believed that no other plan can be adopted for the speedy development of the resources of the Commonwealth, which will yield to the State so large a return for the concessions asked for in this bill.

Eighth. The fourth section of the bill provides for the more speedy extinguishment of the debt due the Commonwealth for the Main Line. It provides for the payment of the entire debt and interest by the 31st day of July, 1890. *Whereas,* under existing laws and contracts, the amount due the Commonwealth, July 31st, is four million three hundred thousand dollars. The payment of principal, as proposed, together with the difference in interest, to the Commonwealth, combine advantages too great and too manifest to require argument.

The Result in Virginia.

The Baltimore *American,* which has throughout this secession controversy used its influence in behalf of the Union and has been largely instrumental in preventing Maryland from taking immediate steps to separate from the Union, uses the following language in reference to the Virginia election. It is worth while for our people to consider the deep significance of these sentiments, coming as they do from a leading representative of the most moderate and most conservative portion of the Southern people.

Enough is known of the Virginia election to indicate with apparent certainty the temper of her people. It will be remembered that the geographical position of this glorious old State is alone sufficient to give peculiar importance to her voice and counsels in the present crisis. Excepting Maryland, there is no slave State in the Confederacy, where vital interests are *more directly mixed up* with the settlement or prolongation of this controversy—which has at last reached a climax—than the Old Dominion. She has a wide and indefensible border on the separating line, and she has been one of the largest losers by Northern fanaticism. Whatever pretext may be urged in favor of secession by any one, or all of the Gulf States combined, it is past all controversy that Virginia has more wrongs to redress than all of the seceding States put together. Under these circumstances, the influence of her latest vote cannot well be overrated. Her Commissioners to the Peace Congress meet the representatives from the Northern States with fair demands; they are instructed to state her wrongs *plainly, and to demand* the acknowledgement of her rights firmly. And the emphatic endorsement, *written on the back of her* resolutions—which resolutions include terms of settlement satisfactory to all her sisters on the Southern border—is this last avowal of her unflinching loyalty to the Union.

We do not see how it is possible for the North to resist the appeal. The guard old warrior does not dash his gauntlet in the face of his unfaithful kinsman. But while he acknowledges and claims brotherhood with those who have done him much injustice and injury, he plainly enough insists upon a fair settlement. He does not talk any balderdash about the "haughty roar of his cannon," but he asks for a peace treaty in definite terms, and in tones that will not be misunderstood. He is great enough to dispense with threats and bluster, because he has not, at this late day, to earn a reputation for knightly prowess. It is impossible that this appeal should be made in vain. [illegible] remaining point to notice in connection with this Virginia election. The gentlemen who have been defeated are the unconditional *secessionists; those whose policy* was all summed up in the single scheme of separate and "sovereign" State action. Among them there might be found some whose plans looked to a reconstruction of the Union upon a new basis, as it is impossible to say how far humon maddess may not go. But the delegates elect, on the other hand, are not *unconditional* Union men. If the Northern politicians should fancy that this result is a practical submission to unredressed wrongs, for the sake of peace and Union—a quiet acceptance of evils that may not be averted by secession and war—they will make a fatal mistake. In common with all her sister States, whose interests are identical with her own, Virginia desires to adhere to the Union, with a Constitution about whose provisions and compromises there shall be no sectional discussions. There could never be *a fairer opportunity offered* for the Northern States to cement such a Union as all these border States will stond by for all time. And there could not be a more fatal perversion of a glorious opportunity than for the Free States to misconstrue this pacific overture.

IMPORTANT BY TELEGRAPH.

Five New York Vessels Seized.

SAVANNAH, Ga., Feb. 9.—The State authorities, under direction of Gov. Brown, seized five New York vessels yesterday, as follows: Brig W. R. Kibby, brig Golden Lead, bark D. Colden, bark Murray, schooner Julia Hallock.

CHARLESTON, Feb. 10.

A dispatch from Savannah, received to-day by Gov. Pickens, states that the New York vessels seized by the Georgia authorities were released on the announcement from New York that the muskets seized at New York had been given in charge of Mr. Lamar.

WASHINGTON, Feb. 8.

A company of dragoons arrived here yesterday, and a body of marines came in this morning. With these additions the available military force now *stationed in the district* numbers about eight hundred men. Gen. Scott is energetic in his preparations for the defence of the capital.

The Morill Tariff Bill.

WASHINGTON, Feb. 10.

Judge Douglas has announced that, while he does not like that provision in reference to the warehousing system, he will vote for every clause in it that looks to the protection of the interests of Pennsylvania.

Tennessee Overwhelming for the Union.

The election for delegates to the Tennessee Convention, called by Gov. Harris, took place on Saturday. Sufficient returns have been received showing that Andrew Johnson, and the patriots who co-operate with him in the House, Emerson Ethridge, Nelson, Brabson, Quarles, and others, have been splendidly sustained. It does not always happen that they who light the effigies of an honest public man do all the voting.

The Peace Congress.

The Crittenden and other measures of compromise proposed by Congress have been under discussion, and several new methods of adjustment have been proposed—one by Mr. Guthrie, and another by Mr. Reverdy Johnson—but it is not likely that any result can be attained for several days, though it is extremely probable, as things now look, that it will end favorably.

"The Confederated States of North America."

A Provisional Government Established. —Hon. Jeff. Davis Elected President. —Hon. Alex. H Stephens, Vice President.

MONTGOMERY, Ala., Feb. 9.

The Congress last night, in secret session, unanimously agreed on the Constitution and the creation of a Provisional Government. A strong and vigorous Government will go into immediate operation, with full powers and ample funds. No proposition for compromise or reconstruction will be entertained.

The Convention proceeded to the election of the Executive officers of the new Government, with the following result:

For President of "the Confederated States of North America," Hon. Jeff. Davis received the unanimous vote of the Convention.

For Vice President, Hon. Alex. H. Stephens was elected.

FROM WASHINGTON.

[Special Despatches to The Press.]

WASHINGTON, Feb. 8.

Speech of Mr. Kellogg of Illinois.

Mr. Kellogg, of Illinois, made a most conciliatory and able speech in the House this morning, in support of the propositions offered by him in the House several days ago. When he declared himself ready to cut loose from party, and unite with his Colleague (Mr. McClernand) in saving the Union, that gentleman, who has heretofore been his political foe, stepped forward and took his hand, and this striking incident brought down the galleries in a perfect storm of applause. Mr. Kellogg's speech is regarded here as most important, *inasmuch as he but* lately visited Mr. Lincoln, and is one of the representatives of the President elect in the popular branch of Congress.

MR. KELLOGG'S REMARKS.

Mr. Kellogg, of Illinois, said that if the country is to be saved, parties and platforms must be sunk and buried in oblivion. He cared for no party and no platform in the face of the momentous crisis before them, and his principle of action in this dread emergency, would be that the Union must and shall be preserved, no matter at what abandonment of party or platform, so long as there would be no abandonment of honor and conscience. The questions at issue were such as might easily be settled, if they were approached with deliberation and calmness, and with feelings free from the trammels and prejudices of party. Let this be done, and peace and harmony would be once more restored to the distracted country. Revolution, unfortunately, is a fact—history has recorded it. Six States, perhaps seven, of the confederacy, have withdrawn their light and brightness to set—unless, indeed they return as legal States—to set in that darkness forever which disloyalty to truth and freedom must ever engender. The time has come when all men, North and South, must combine to save the Union, *sinking out of sight,* for the time at least, all abstractions which had hitherto prevented them from clearly seeing the proper course which *lay before them. Let them do this,* and the sun would not rise and set five times until peace was restored. Harmony will once more spread her wings over this great nation, and still the glorious old stars and stripes will wave as bright and free as ever, not a star erased, not a line tarnished on the brave old flag. [Applause.] What were the difficulties which prevailed, and whence did they spring? The real difficulty was not as to the returning of fugitives from labor; for in his State, and in all other States where the question had been tested, every facility had been given to the execution of that law. Mr. Lincoln had declared in one of his speeches that the South was entitled to an efficient fugitive slave law. How, then, could they establish any charge upon this? No, it was a mere bagatelle, and had really nothing to do with the present *difficulties,* which threaten the disruption of the Union. The question was easy of solution. The difficulty has arisen from a conflict of opinion between the people of the North and of the South relative to the institution of slavery, the one believing that it was a blessing to the slave—and a benefit to the master, while the other, the North, were taught to regard it as a moral and political wrong; and this conflict of opinion would continue to exist as long as the Government shall last. Fifty years ago it was generally conceded, South as well as North, that slavery was wrong; but since then educational and political training had greatly changed the current of men's feelings with regard to the question, *and now the opinions of the people* cannot be changed. They might legislate till the tide ceased to flow, and yet the South would believe that slavery was right. They might legislate till the sun grew tired of his course, and yet the Northern mind would retain the belief that slavery was a moral and political evil. This was a subject on which it was useless to legislate. Now, the proposition introduced by him, several days ago, was to amend the Constitution, as our fathers have before us. How was the question in 1820 settled? A remedy was at once applied. A line was drawn between the slave and free States, saying that north of that line slavery should not be, but south of it slavery might exist. The result was that peace was restored to the country—an undisturbed peace of thirty years—during which time the country devoted *itself to the development of their* natural resources. He further explained his proposition, believing it would be the opinion of the American people in six months. He did not talk to politicians; they are joined to their idols—let them alone.

In further response to a question, he was for his country in all its parts. He did not care whether his proposition was found in the Breckinridge, Douglas, or Republican platform, or any country. [Applause.]

An Act for the Commutation of Tonnage Duties.

Whereas, By a provision of the act to incorporate the Pennsylvania railroad company, approved the thirteenth of April, eighteen hundred and forty-six, and a supplement thereto, approved the twenty-seventh of March, eighteen hundred and forty-eight, a tax or duty was imposed on all tonnage loaded or received at Harrisburg, Pittsburg, and intermediate points, and carried or conveyed on the railroad of the said company more than twenty miles, which said tax was intended to compensate for any probable diminution in the receipts of the Main Line of the public works, (then owned by the State,) by reason of the construction and operation of the said railroad.

And whereas, It was provided in the third section of the act for the sale of the Main Line of the public works, approved the sixteenth day of May, eighteen hundred and *fifty-seven, that* if the Pennsylvania railroad company should become the purchasers of the said works, the said company, in addition to the sum of seven millions five hundred thousand dollars, ($7,500,000) the price limited by the said act, should pay the sum of one million five hundred thousand dollars, (1,500,000,) in five per cent, bonds of the company, and that thereupon the said company, and the Harrisburg, Portsmouth, Mount Joy, and Lancaster railroad company should, in consideration thereof, be discharged by the Commonwealth forever from the payment of all taxes upon tonnage or freight carried over said railroads, and the said Pennsylvania railroad company should be *released from the payment of all other* taxes or duties on its capital stock, bonds, dividends, or property.

And whereas. It was subsequently decided by the Supreme Court of this Commonwealth, that while the Legislature had full authority to repeal the provisions of the said act, by which the said tonnage tax was imposed, yet, inasmuch as part of the said last-mentioned section in the act for the sale of the Main Line placed all the property of the said company beyond the reach of the taxing power, it was therefore, to that extent, unconstitutional and void.

And whereas, It was the clear intention of the Legislature, by the said act for the sale of the Main Line, in case the said the Pennsylvania railroad company should become the purchaser of the same, to exonerate and release the said company from further liability for the payment of the said tonnage tax, and for the additional consideration therein named, all other taxes; and as the said tonnage tax now falls indirectly on flour, grain, cattle, iron, minerals, and other domestic products, transported on one line of improvements, while similar products transported on other lines are exempt from the same, and as the reason for the imposition thereof ceased to exist on the sale of the works it was intended to protect, the right of the State any longer to demand the payment of the said tax is denied, and said demand has led to the litigation between the State and the company, and will probably involve the parties in litigation with citizens of other States, to the injury of *[illegible]* and the [illegible] of commerce, which it is the duty of the government to encourage and protect, by all lawful means.

And whereas, The said company has proposed a compromise and final settlement of the question, by paying into the Treasury, in commutation of the said tonnage tax and in discharge thereof, *such additional sum semi-annually,* over and above the instalments of principal and the interest on its debt to the State, as may be required *to make said payments amount to four* hundred and sixty thousand dollars ($460,000) annually, until the year eighteen hundred and ninety, at which time the entire balance of the principal and interest shall be paid in full; and by paying, also, in addition to the said semi-annual instalments, all other taxes on their property to which they may hereafter be made liable under the general revenue laws of the State, and agree to make reductions for transportation of local trade, as hereinafter provided, and to aid, also, in the construction of certain lateral railroads, the completion of which is essential as a means of facilitating the settlement and improvement of valuable districts of the Commonwealth yet undeveloped.

And whereas, In the opinion of the Legislature it is expedient to accept the said proposition, and to relieve all agricultural, mineral and industrial products, and other property passing over any railroad, canal or slack-water navigation in this Commonwealth, from the payment of tonnage tax or duty to the State; therefore,

SEC 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same,* That if a majority of the directors of the Pennsylvania railroad company, who, for the purpose of this act are hereby vested with all needful authority, shall at a meeting called for that purpose, resolve to accept the provisions of this act, and shall authorize the execution of a written contract under its corporate seal with the Commonwealth of Pennsylvania, to pay into the State Treasury on account of its indebtedness to the Commonwealth, by reason of the purchase of the Main Line of the public works, on the thirty-first days January and July in every year, until the thirty-first day of July, eighteen hundred and ninety, inclusive, such sum, in addition to the interest on its bonds owned by the State, and in addition to its annual liability to the State on account of purchase money for said line of improvements, as will increase each semi-annual payment on account of said debt and interest to the sum of two hundred and thirty thousand dollars, ($230,000) and the aggregate of all such payments to the sum of thirteen millions five hundred and seventy thousand dollars, (13,570,000,) and shall agree to pay, on the said thirty-first day of July, eighteen hundred and ninety, into the treasury the balance then unpaid of the principal and interest of said bonds, and shall further agree to reduce its local charges for the transportation of grain, flour, cattle, iron, minerals and other property, as hereinafter provided; and if the said company shall in the manner aforesaid, on or before the first day of July next, make and enter into with the Commonwealth of Pennsylvania a written contract to that effect, and shall on or before said day deliver the same to the Commonwealth, by depositing the same in the office of the Auditor General, then and in such case, and in consideration thereof, the Commonwealth of Pennsylvania shall not at any time hereafter lay, impose, levy or collect any tax or duty upon, or in respect to freight or tonnage passing over the said Pennsylvania railroad, or the Harrisburg, Portsmouth, Mount Joy and Lancaster railroad, or any part of them, or either of them, unless a like tax shall at the same time be imposed, laid or levied upon all other railroads or railroad companies of this Commonwealth; and all laws imposing taxes or duties upon freight or tonnage upon the railroads, canals or slackwater navigation companies, for the use of the Commonwealth, be and they are hereby repealed, and no further or other proceedings shall be had or taken on the part of the Commonwealth to enforce the collection of any tax or duty, or obligation given therefor, or judgment recovered, or obtained in pursuance of any existing laws on tonnage carried or conveyed on the railroad of said Pennsylvania railroad company, or on that of any other company incorporated by this State; and the said companies shall be, by the proper officers of the Commonwealth, exonerated, released and relieved from every lien and liability to the State on account thereof.

SEC. 2. That from and after the passage of this act, all railroad, canal and slackwater navigation companies incorporated by this State, and liable for the payment of taxes or duties on tonnage, imposed by any laws heretofore enacted, shall make a reduction of their *charges for transportation on their* local freight, as fixed by their respective toll sheets, on the first day of February, one thousand eight hundred and sixty-one, equal to the full amount of the tax or duty chargeable upon such freight or tonnage by the laws aforesaid; the present Winter Rates between first day of December and the first day of May, shall be considered as fixed at 90 cents per 100 lbs. for first class, 75 cents per 100 lbs. for second class, 60 cents per 100 lbs. for third class, and 40 cents per 100 lbs. for fourth class; Summer Rates between the first day of *May and the first day of December* in each year, shall be 75 cents per 100 lbs. for first class. 60 cents per 100 lbs. for second class, 50 cents per 100 lbs. *for third class, and 40 cents* per 100 lbs. for fourth class, on all trades carried between Philadelphia and Pittsburg, and a failure on the part of either of said companies to make such reduction, shall render the company so neglecting liable to the Commonwealth for double the amount of the tonnage tax heretofore chargeable against them—and every such company shall, within thirty days after the passage of this act, under a like penalty, file in the office of the Auditor General, under the oath of the President or other proper officer, a toll sheet of their rates of charges for *transportation* of local freights, upon the first day of February, one thousand eight hundred and sixty-one, accompanied by a statement of the reduction to be made in pursuance of this act, and the said rates as so reduced shall be the highest rates [illegible] charged for the transportation of such freight and tonnage by any company accepting the provision of this act. *Further,* the Pennsylvania railroad company shall not at any time charge or collect rates on any description of freights from any eastern or seaboard cities to Pittsburg, higher than the gross rates charged or collected from same points to any point west of Pittsburg. Nor shall the said Pennsylvania railroad company at any time charge or collect rates on any description of freights from Pittsburg to Philadelphia, Baltimore, New York or other seaboard cities, higher than the gross rates that may be charged from any point west of Pittsburg to the same points on the same description of property. The local rates from Pittsburg or Philadelphia to stations on the line of the Pennsylvania railroad shall at no time exceed the gross rates charged through between Philadelphia and Pittsburg; nor shall local rates between any two stations on the road between Philadelphia and Pittsburg exceed the through rates as made from time to time under the provisions of this act, nor shall the rates charged to any local points exceed those charged to any point of greater distance in the same direction from the place of shipment. *And further,* all shippers of western products, under through bills of lading, from any point west of Pittsburg, by river to Pittsburg, to the seaboard cities, shall have the privilege of disposing of their property at Pittsburg, by giving timely notice, before its arrival at that point, to the transfer agents of the Pennsylvania railroad company, and by delivering up their through bills of lading, thus releasing the Pennsylvania railroad company from all liability on account thereof. If the property is not sold at Pittsburg, the owner, consignee or shipper of said property shall have the right to deliver the same to the transfer agency of the Pennsylvania railroad company at Pittsburg, and forward the same within ten days after its arrival at Pittsburg, under the conditions and rates of the original through bill of lading.

SEC. 3. That the Pennsylvania railroad company shall be liable to taxation for all State purposes, and the said company shall pay the same rate of taxation which is now, or may hereafter, be imposed by any general law operating upon all other railroad companies incorporated by this Commonwealth. The semi-annual instalments of the said sum of Thirteen Millions Five Hundred and Seventy Thousand Dollars, ($13,570,000,) and the balance of the said debt and interest so to be paid into the State Treasury as is herein provided, are hereby pledged to, and the same *shall be applied* only to the payment and extinguishment of the principal and interest of the funded debt of this Commonwealth, and to no other purpose whatsoever.

SEC. 4. That for the purpose of developing the resources of the State, the Pennsylvania railroad company is hereby authorized and required to loan a sum equal to the tonnage tax accrued on said road between the twentieth day of July, 1858, and the passage of this act, to the Chartiers Valley railroad company; the Pittsburg and Steubenville railroad company; the Fayette County railroad company, (between Greensburg and the Youghiogheny River;) the West Pennsylvania railroad company, (between Blairsville and Butler;) the Ebensburg and Cresson railroad company; the Bedford railroad company, between Hopewell and Bedford; the Tyrone and Clearfield railroad company, and the Philipsburg and Waterford railroad company, (between Philipsburg and Brookfield;) the Tyrone and Lock Haven railroad company; the Mifflin and Centre County railroad company, (between Lewistown and Reedsville;) the Chambersburg and Allegheny railroad company, (between Chambersburg and the point of connection with the Bedford railroad near Hopewell;) or their successors or assigns, in sums proportioned to their respective lengths between the above disignated points, by purchasing their bonds respectively from said companies, payable in twenty years, with interest, payable semi-annually, secured by a first mortgage created for the purpose on their property, real and personal, and franchises acquired, and to be acquired the said companies are hereby respectively authorized and empowered to create and issue such bonds, and secure the payment thereof by such mortgages, by and with the consent of a majority of their respective stockholders present at a meeting to be called for that purpose, of which notice shall be given, as provided by their charters or by-laws, respectively; said bonds, and the mortgages given to secure the same shall not exceed in amount the sum required for the cost of the superstructure of bridges, the rails, cross ties, chairs and spikes, and laying the track of the said roads respectively—and the proceeds of all the said bonds so secured, shall be exclusively applied to the said purposes—and the said purchases of bonds shall be required to be made of each of the said companies in instalments after sections of said roads, respectively, of the length of five miles from each end as hereinbefore designated, shall have *been duly and properly graded,* and the masonry completed, and after the said grading and masonry shall have been approved by a competent civil engineer appointed by the Governor for that purpose—and who shall be paid for his services by the said companies receiving aid under the provisions of this act—and when each section of five miles so graded from each such end of the said roads respectively, shall have been so completed, and such certificate so given, then the pro rata proportion of the said bonds shall be purchased, and so continued from time to time until the amount payable to the said companies shall be exhausted—and the sum paid upon the completion of the said sections as aforesaid *respectively, shall be exclusively appropriated* and be used for the purposes above mentioned upon the section for, and in respect to, which the purchase is made—and for no other purpose or portion of said road whatsoever—*Provided however,* That if either of the said companies shall fail to grade and prepare for bridges, superstructure, and laying of track at least one section of five miles at each of such end of its road within one year—or the whole of their respective roads within three years from the passage of this act, any such company so in default shall no longer have any right to demand or require any further purchase of their bonds as aforesaid, and the sums which any such defaulting companies would have been entitled to demand in payment of their bonds, shall be added pro rata to the purchases to be made of such of the said companies as *shall comply with the* provisions of this section.

SEC 5. That if any stockholder or stockholders of any railroad, canal, or slackwater navigation companies shall be dissatisfied with, or object to any of the provisions of this act, then it shall and may be lawful for any such stockholder or stockholders, within six months after the passage of this act, to apply by petition to the court of common pleas of the county in which the chief office of the said companies may respectivley be held—to appoint three disinterested persons to estimate and appraise the damage, if any, done to such stockholder or stockholders, and whose award, or that of a majority of them, when confirmed by the said court, shall be final and conclusive. And the persons so appointed shall also appraise the share or shares of said stockholders in the said company *at the full market value thereof,* without regard to any depreciation in consequence of the passage of this act, and the said company may, at its election, either pay to the said holder the amount of damages so found, or the value of the stock so ascertained, and upon payment of the value of the stock as aforesaid, the said stockholders shall transfer the stock so held by him to said company, to be disposed of by the directors of said company, or be retained by them for the benefit of the remaining stockholders. And all laws inconsistent with the provisions of this act, be and the same are hereby repealed.

WEARING RUBBER SHOES.—The tendency of India rubber shoes is to make the feet cold, and in such proportion to endanger the health; hence they are useful only in walking, when the ground is muddy, or slushy with melting snow—in these cases they are invaluable, and there is no equal substitute. Two rules should be observed, whenever it is possible; when rubbers are on the feet, persons should keep moving, and remove them on entering the house, if it is intended to remain over a few minutes. If the rubbers have been on the feet several hours, both shoes and stockings are necessarily damp by the condensation and confinement of the perspiration; therefore, all should be removed, and the naked foot held to the fire until warm and dry *in every part;* if, then, a pair of dry stockings are put on, and a pair of warm, loose slippers or shoes, there will be a feeling of comfort for the remainder of the day, which will more than compensate for the trouble taken, to say nothing of the ailments averted. But it must not be forgotten that as India rubber shoes are impervious to water from without, and ought to be worn in muddy weather, and only then while the wearer is in motion, so leather shoes, rendered impervious to water, by blacking or any other means, should be like India rubbers, used temporarily, and when walking in mud or slush. For common purposes the old fashioned leather boots and shoes are the best, if kept well blackened, with several *renewals of dry socks during the day,* if the feet sweat profusely. As cold and damp feet are the avenues of death to multitudes every year, a systematic *attention to the above suggestions* would save many a valuable life.

THE GLOBE.

Huntingdon, Wednesday, Feb. 13, 1861.

LOCAL & PERSONAL.

☞**Every Subscriber to The Globe is requested to act as Agent to extend its circulation and usefulness.**☜

We are anxious to publish a first class newspaper, and with the assistance of our subscribers we know we can be put in possession of the means to do so. We want every subscriber to interest himself, not only in procuring for us additional patronage, but also in putting us in possession of all the local news of the county of interest to the general reader. A little effort on the part of all our patrons would be as much to their advantage as to ours, as with increased patronage we would be enabled to give a better paper. We cannot afford to put THE GLOBE at less than $1.50 a year, and to enable us to deal honestly with all men we must demand the subscription yearly or half yearly in advance. Subscriptions can be sent to us through the mail at our risk, the Postmasters witnessing the same. We earnestly and most respectfully ask our friends to make an effort to increase our patronage.

THE GLOBE JOB PRINTING OFFICE.

Connected with THE GLOBE, we have a Job Office furnished with a more extensive assortment of the latest style of types and materials than can be found in any other county town in the State. Our work compares favorably with any done in the cities. We have four presses, which enables us to put out all kinds of Job work with dispatch and at reasonable prices.

☞A new stock of reward books and cards for Sunday Schools, just received and for sale at Lewis' Book, Stationery and Music Store.

☞A fine assortment of Wallets, Portmonaies, Pocket Books and Purses, for ladies and *gentlemen, for sale at Lewis' Book* Store.

A NEW STYLE OF NOTE PAPER AND ENVELOPES—"red, white and blue"—for sale at Lewis' Book Store.

VALENTINES!—A beautiful assortment of Sentimental Valentines, for young and old, now open, and for sale at Lewis' Book Store.

RELIGIOUS.—The funeral sermon of Benj. Higgins, late of this place, will be preached in the Baptist Church, by Rev. J. L. Holmes, on Sunday the 24th inst., at 10½ o'clock, A. M.

VARIETY ENVELOPES, containing a fine assortment of commercial and fancy note paper, letter and note envelopes, steel pens, etc., at wholesale prices, for 25 cents. Prepared and for sale at Lewis' Book, Stationery and Music Store.

DESTRUCTIVE FIRE.—On Thursday evening 31st ult., Col. Lemon's "Blood Searcher" establishment in this place, caught fire and burned to the ground, together with its contents. The building was a large frame, upon which he had an insurance of $750, he had also an insurance of $1000 on his stock, both policies in the Blair county Company. His loss is estimated at something above these figures.—*Hollidaysburg Register.*

CURE FOR FROSTED FEET.—It is said that frozen feet can be speedily and certainly cured by being bathed and well rubbed, with kerosene or coal oil, for a few times at night before retiring to bed. Several persons have already tried it, all of whom unite in pronouncing it an effectual cure, which, if they are correct, is an easy and cheap mode of getting rid of a very sore and troublesome affliction. Those who have *tried it inform us that the* feet should be well warmed by a hot stove during and after the application of the oil, and it will certainly effect a speedy cure. Persons suffering from the pain of frosted feet will no doubt do well in giving it a trial, for it is surely very cheap ointment as one which is very easily applied.

THE BOGUS JEWELRY SWINDLE.—The numerous advertisements and circulars setting forth the great prizes to be drawn in jewelry and gift enterprises, indicates that the business is profitable to those who engage in it. The absurdity of receiving a gift worth $10 for a ticket which costs but $1, should be a sufficient warning to all sensible people that the plan is a swindle—that the goods are either stolen or worthless. Bracelets which cost $10 per dozen, being mere composition or brass, are represented to be worth $10 each; and watches, pencils, rings, &c., equally worthless, are put up at the same proportionately high figures.—Every person ought to know this, after giving the subject a moment's thought; yet people who are the least able to bear it are bled to the amount of thousands of dollars, and receive in reality nothing for their money. We caution our readers against these humbugs, whether book, gift, or jewelry enterprises—they are all of the same stripe, outrageous swindles.

BE KIND AND COURTEOUS.—It costs a man nothing to deal courteously with all whom he encounters in the journey of life. A kind look, a kind word, a kind act, may seem sometimes to savor of supererogation; nevertheless he that neglects these evidences of *the most exalted human nature*, will find himself, in the decline of life, a stranger on the earth. His money may keep him surrounded by flatterers and he may appear above the reach of accident. He is, however, only the grovelling animal. Strip him of his golden lettering and binding, and he is a hideous clod or clay. The Almighty never made an independent man. We are in this world to extend hospitalities toward each other, and he that attempts to separate himself from his fellow beings, prepares, unmistakably, to die their slave. Civility is the surest road to the highest honor; the fortunes of men change so rapidly that one even improves his chances of good luck in this world by bowing to a beggar. Be courteous to everybody.

IMPROVEMENTS.—We hear that several new dwellings are to go up in the Spring. The troubles of our country, and the "tight times generally," do not appear to frighten all our moneyed men; and it is to be regretted that more of our men of means do not invest their money in buildings for the accommodation of strangers who are anxious to come amongst us. For several years there has been a scarcity of dwellings—and the coming Spring will find some families houseless. If strangers come in, they crowd other families *out of town to seek a home wherever* they can find a roof to shelter them. We hope for a waking up of the spirit of improvement in the "ancient borough."

RELIEF OF KANSAS SUFFERERS.—A town meeting was held in the Court House on Monday evening, at which a committee was appointed to wait upon our citizens for means to aid the suffering in Kansas.

CHURCH MUSIC.—Teachers and others, will be furnished with The Shawm, The Christian Minstrel, The Cythara, The Presbyterian Psalmodist, The Sabbath Bell, or any other book, by the dozen or singly, at the lowest cash price at Lewis' Book Store.

SOMETHING NEW AND GOOD.—Just received at Lewis' Book Store, a new article of writing fluid. It costs but a trifle more and is much superior to any writing inks.

☞We take pleasure in calling attention to the advertisement of R. Newell's Gallery of Art. The testimonials are of the first character.

TRIBUTE OF RESPECT.—At a meeting of the Standing Stone Literary Association held Feb. 5th, 1861, a committee was appointed to draft resolutions expressive of the feelings of the Association on the death of its esteemed member, Joseph W. Cunningham.—The committee immediately reported the following, which were adopted:

WHEREAS, it hath pleased Almighty God in his providence to remove from our midst, our esteemed fellow member Joseph W. Cunningham.

AND WHEREAS, by this unexpected event a deep gloom has been cast over this association, and a void created which human power cannot fill.—Therefore,

Resolved, That this Association join with the relatives and friends of the deceased, in mourning his early and sudden departure from the busy scenes of this life, and express the hope that our mutual loss may prove his eternal gain.

Resolved, That the Secretary be directed to prepare and deliver to the friends of the deceased, a copy of these proceedings.

Resolved, That a copy of these proceedings be furnished the papers of Huntingdon, Lewistown, and Hollidaysburg, for publication.

J. SIMPSON AFRICA,
A. L. GRIM,
J. R. SIMPSON, } Com.

LOCAL CORRESPONDENCE.

CASSVILLE, Feb. 6, 1861.

FRIEND LEWIS:—Seeing communications in you excellent paper from other parts of the county, I thought I would give you the most important news, in this section. Times are pretty dull here, but all hope for better in the spring.

The Seminary and free school in this borough, are improving very much. The former is under the careful supervision of Prof. James W. Hughes, who, I believe, as a teacher, can not be excelled in Huntingdon county. The latter is under the supervision of Mr. R. Cahill, and Miss Priscilla Stever, who are both well qulified to discharge the duties which they perform. Educational interests are looming up in this part of the country. There is considerable excitement here at the psesent time, on account of the secession movement in the South.—The majority of the people are for a peaceable compromise if it will save the Union.

There has been excellent sleighing here for the last two weeks. The young folks enjoyed it hugely, and even the little boys called into requisition everything in the shape of a jumper or board that they could get. More anon.

OCCASIONAL.

Letter from Hon. S. A. Douglas.

The following letter has been addressed by Judge Douglas to the editors of the Memphis *Appeal:*

WASHINGTON CITY, Feb. 2, '61.

MESSRS. EDITORS:—I have this moment read with amazement an editorial in your paper of the 30th ultimo, in which you assume that I am favoring the immediate withdrawal of the remaining States from the Confederacy, as a peace measure, to avert the horrors of civil war, and with the view of a reconstruction on a constitutional basis.

I implore you, by all those kind relations which have so long existed between us, and which I still cherish with so much pleasure and gratitude, to do me the justice promptly to correct the unaccountable error into which you have been led. In regard to secession, whether viewed as a governmental theory or as a matter of political expediency, I have never had but one opinion, nor uttered but one language—that of unqualified opposition.

Nothing can be so fatal to the peace of the country, so destructive of the honor and of all hopes of reconstruction, as the secession of Tennessee and the border States under existing circumstances.

You must remember that there are disunionists among the party leaders at the North as well as the South—men whose hostility to slavery is stronger than their fidelity to the Constitution, and who believe that the disruption of the Union would draw after it, as an inevitable consequence, civil war, servile insurrection, and finally the utter extermination of slavery in all the Southern States. They are bold, daring, determined men; and believing, as they do, that the Constitution of the United States is the great bulwark of slavery on this continent, and that the disruption of the American Union involves the inevitable destruction of slavery, and is an indispensable necessity to the attainment of that end, they are determined to accomplish their paramount object by any means within their power. For these reasons, the Northern disunionists, like the disunionists of the South, are violently opposed to all compromises on constitutional amendments, or efforts at conciliation, whereby peace could be restored, and the Union preserved.

They are striving to break up the Union under pretense of unbounded devotion to it. They are struggling to overthrow the Constitution while professing undying attachment to it, and a willingness to make any sacrifice to maintain it. They are trying to plunge the country into civil war, as the surest means of destroying the Union, upon the plan of enforcing the laws and protecting the public property. If they can defeat any kind of adjustment or compromise, by which the points at issue may be satisfactorily settled, and keep up the irritation so as to induce the Border States to follow the Cotton States, they will feel certain of the accomplishment of their ultimate designs.

Nothing will gratify them so much, or contribute so effectually to their success as the secession of Tennessee and the Border States. Every State that withdraws from the Union increases the relative power of Northern Abolitionists to defeat a satisfactory adjustment, and to bring on war, which, sooner or later, must end in final separation, and recognition of the independence of the two contending sections. If, on the contrary, Tennessee, North Carolina, and the Border States, will remain in the Union, and will unite with the conservative and Union-loving men of all parties in the North, in the adoption of such a compromise as will be alike honorable, safe and just to the people of all the States, peace and fraternal feeling will soon return, and the Cotton States come back, and the Union be rendered perpetual.

Pardon the repetition, for it cannot be too strongly impressed upon all who love our country, that secession and war will be destructive, not only of the present Union, but will blast all hope of reconstruction upon a constitutional basis. I trust you will do me the justice to publish this note in your next issue,

I am, very truly, your friend,
S. A. DOUGLAS.

DIED,

On the 31st Jan., CLARA ADALINE, daughter of Jno. R. and Temperance McCartney, aged 5 years 6 months and 26 days.

Beloved by all with whom she was connected, she has left a vacancy in the home circle and her parents heart's, which only the soothing hand of a merciful Father can supply.

"So fades the lovely blooming flower,
Frail smiling solace of an hour,
High in Heaven's own light she dwelleth;
Full the songs of triumph swelleth;
Freed from earth, and earthly falling,
Lift for her no voice of wailing."

PHILADELPHIA MARKETS.

MONDAY, Feb. 12.

Fancy and Extra Family Flour	$5,75@6.25
Common and Superfine	$5,15@5,37
Rye Flour	$3,62½
Corn Meal	$2,87½
Extra White Wheat	$1,30@1,40
Fair and Prime Red	$1,25@1,27
Rye	73c
Corn, prime Yellow	59@65
Oats	33½
Clovrseed, @ 64 lbs	$4,75@5,25
Timothy	$2,25@2,50

HUNTINGDON MARKETS.

CORRECTED WEEKLY.

White Wheat	$1,10
Red Wheat	$1,00
Rye	60
Corn	55
Oats	25
Cloverseed	4,00
Flaxseed	1,00
Dried Apples	1,50
Butter	16
Eggs	12½
Lard	10
Ham	10½
Shoulder	10
Sides	10
Tallow	11½

THE UNION SAVED!
NEW GOODS!! NEW GOODS!!!
At Coffee Run Station, and Newburg.

SIMON COHN & CO, have just received from the Eastern Cities, a large stock of

Dry Goods, Groceries, Queensware, Hardware, Clothing, Bonnets, Shawls, Hats, Caps, Boots, Shoes,

and all other articles kept in country stores, which they are offering at their Mammoth Stores, at Coffee Run Station and Newburg, at unusually low prices. The ladies especially, are invited to call and examine their Fancy Goods.

Having arrangements with large firms in Philadelphia and other eastern cities, they are able to buy their goods cheaper than other country merchants, and can consequently, undersell them! In exchange for goods, they take all kinds of country produce at the highest cash prices. By strict attention to the wants of customers, they hope to receive a *continuation of the liberal patronage* with which they have been heretofore favored.

Mr. Cohn is Agent of the Broad Top R. R. Co., at Coffee Run Station, and is prepared to ship all kinds of Grain to the Eastern markets. Having a large Ware Room, farmers can store with him until ready to ship. Every convenience will be afforded them.
Feb. 13, 1851.

ORPHANS' COURT SALE.—
ESTATE OF GEORGE WILSON, DEC'D.

By virtue of an alias order of the Orphans' Court of Huntingdon county, will be sold at Public Sale, on the premises, in Tell township, on

Thursday, March the 14th, 1861,

the following certain Messuages and Tracts of Land, to wit:

A certain Tract of Land situate in the said *township of Tell, bounded by lands of William Widney*, Jonathan Briggs, and public road also, by mountain lands of said George Wilson, Dec'd., Mrs. Logue, and lands of S. J. Heckedorn, part of which is cleared and under fence, having thereon erected a log house—containing about 60 Acres more or less. This property would make an excellent stand for a blacksmith shop.

ALSO—A Tract of Mountain Land, containing 100 Acres, more or less, bounded by lands of Jonathan Briggs, James Jones' heirs, Tuscarora Mountain, &c.

TERMS OF SALE.—One-half of the purchase money to be paid on confirmation of sale, and the residue in one year thereafter, to be secured by the bond and mortgage of the purchaser.

H. R. SHRARER, Executor.
MARY ANN WILSON, Executrix.
Feb. 13, 1861.-3t.

ORPHANS' COURT SALE.—
ESTATE OF ARTHUR ADAMSON, DEC'D.

By virtue of an order of the Orphans' Court of Huntingdon county, will be sold at Public Sale, on the premises, in Brady township, on

Thursday March the 14th, 1861, *at 1½ o'clock, A. M.*,

All that certain tract and lot of ground, situate in said township of Brady, adjoining lands of Martin Fleming on the south, lands of John McCarthy's heirs on the north and west, and lands of Jonathan Metz on the east, containing 8 acres and some perches, having thereon a house and barn and other buildings.

TERMS OF SALE.—One-half of the purchase money to be paid on *confirmation* of sale, and the residue in one year with interest, to be secured by the bond and mortgage of the purchaser. JAMES G. CORBIN,
Feb 13, 1861.-3t. Trustee.

SHERIFF'S SALES.—By virtue of sundry writs of Lev. Fa. and Fi. Fa. to me directed, I will expose to public sale, or outcry, at the Court House, on Saturday the 2d day of March, 1861, at 2 o'clock, P. M., the following described property, to wit:

All that lot of ground, situate in Broad Top City, in Carbon township, (late Tod tp.,) in said county, being No. 183 in the general plan of said town, with all that certain plank house one and a half stories high thereon erected, said lot fronting 30 feet on Broad street. Seized and taken in execution and to be sold as the property of Moses Hellman.

ALSO—All that certan lot of ground in the town of Barnet in Carbon township, fronting 50 feet on Hamilton street, and extending in depth 140 feet to Hemlock Alley, and being lot No. 19 in the plan of said town, having thereon erected a frame house 18 by 40 feet, occupied as a tavern, and other buildings. Also, All that certain other lot of ground situate in the town of Barnet, in Carbon township, fronting 50 feet on Hamilton street, and *extending in depth* 140 feet to Hemlock Alley, and being lot No. 34 in the plan of said town, having thereon a frame stable 23 by 16 feet. Seized and taken in execution and to be sold as the property of James Dunn.

JOHN C. WATSON, *Sheriff.*
SHERIFF'S OFFICE,
Huntingdon, Feb. 13, 1860.

AUDITOR'S NOTICE —
The undersigned auditor, appointed to distribute the balance remaining in the hands of Daniel Massey, admr. de bonis non cum testamento annexo, of Thomas Blair, dec'd., will attend to his duties at the office of Miles & Doiris, on Friday the 22d day of March next, at ten o'clock, A. M.
Feb 13, 1861.-4t. WILLIAM DORRIS, Jr. Auditor.

ADMINISTRATOR'S NOTICE.—
Estate of Andrew Allison, Dec'd.

Letters of administration on the estate of Andrew Allison, late of Henderson tp., dec'd., having been granted to the undersigned, all persons having claims against the estate are requested to present them to Alexander Allison, at Cresson, Cambria co., Pa., or John Porter, near Huntingdon, and all persons indebted will make immediate payment. JOHN PORTER,
ALEX. ALLISON,
Feb. 13, 1861.-6t. Adm'rs.

HOMES FOR THE INDUSTRIOUS.
IN THE
GARDEN STATE OF THE WEST.
The Illinois Central Railroad Company have for Sale
1,200,000 ACRES
Of Rich Farming Lands in Tracts of Forty Acres and Upward, on Long Credit and at Low Prices.

MECHANICS, FARMERS, AND WORKINGMEN,

The attention of the enterprising and industrious portion of the community is directed to the following statements and liberal inducements offered them by the

ILLINOIS CENTRAL RAILROAD COMPANY,

Which, as they will perceive, will enable them, by proper energy, perseverance, and industry, to provide comfortable and permanent homes for themselves and families, with, comparatively speaking, very little capital.

LANDS OF ILLINOIS.

No State in the valley of the Mississippi offers so great an inducement to the settler as the State of Illinois.—There is no portion of the world where all of the conditions of climate and soil so admirably combine to produce those two great staples, corn and wheat, as the prairies of Illinois.

RICH ROLLING PRAIRIE LANDS.

The deep rich loam of the prairies is cultivated with *such wonderful facility that the farmers of the Eastern* and Middle States are moving to Illinois in great numbers. The area of Illinois is about equal to that of England, and the soil is so rich that it will support twenty millions of people.

EASTERN AND SOUTHERN MARKETS.

These lands are contiguous to a railroad seven hundred miles in length, which connects with other roads and navigable lakes and rivers, thus affording an unbroken communication with the Eastern and Southern markets.

APPLICATION OF CAPITAL.

Thus far capital and labor have been applied to develop*ing the soil: the great resources of the State in coal and* iron are almost untouched. The invariable rule that the mechanic arts flourish best where food and fuel are cheapest, will follow at an early day in Illinois, and in the course of the next ten years the natural laws and necessities of the case warrant the belief that at least one hundred thousand people will be engaged in the State of Illinois in the various manufacturing employments.

RAILROAD SYSTEM OF ILLINOIS.

Over $100,000,000 of private capital have been expended on the railroad system of Illinois. Inasmuch as part of the income from several of these works, with a valuable public fund in lands, go to diminish the State expenses, the taxes are light, and must consequently every day decrease.

THE STATE DEBT.

The State debt is only $10,105,393 14, and within the last three years has been reduced $2,030,746 80; and we may reasonably expect that in ten years it will become *extinct.*

PRESENT POPULATION.

The State is rapidly filling up with population; 803,629 persons having been added since 1850, making the population 1,719 496—a ratio of 102 per cent. in ten years.

AGRICULTURAL PRODUCTS.

The agricultural products of Illinois are greater than those of any other State. The products sent out during the past year exceeded 1,000,000 tons. The wheat crop of 1860 approaches 35,000,000 bushels, while the corn crop yields not less than 140,000,000 bushels.

FERTILITY OF SOIL.

Non here can the industrious farmer secure such immediate results for his labor as upon those prairie soils, they being composed of a deep rich loam, the fertility of which is unsurpassed by any on the globe.

TO ACTUAL CULTIVATORS.

Since 1854 the Company have sold 1,300,000 *acres. They sell only to actual cultivators, and every contract contains an agreement to cultivate. The road has been constructed through these lands at an expense of* $30,000,000. *In* 18:0, *the population of the* 40 *counties through which it passes was only* 355,598, *since which* 479,293 *have been added, making the whole population* 814,891—*a gain of* 113 *per cent.*

EVIDENCES OF PROSPERITY.

As an evidence of the thrift of the people, it may be stated that 600,000 tons of freight, including 8,000,000 bus. of grain and 250,000 barrels of flour, were forwarded over the line last year.

EDUCATION.

Mechanics and workingmen will find the free school system encouraged by the State and endowed with a large revenue for the support of schools. Their children can live in sight of the church and school house, and grow up with the prosperity of the leading state in the Great Western Empire.

PRICES AND TERMS OF PAYMENT.

The prices of these lands vary from $5 to $25 per acre, according to location, quality, &c. First-class farming lands sell for about $10 or $12 per acre; and the relative expense of subduing prairie land, as compared with woodland, is in the ratio of one to ten in favor of the former. The terms of sale for the bulk of these lands will be

ONE YEAR'S INTEREST IN ADVANCE,

at six per cent per annum, and six interest notes at six per cent. payable respectively in one, two, three, four, five, and six years from date of sale; and four notes for principal, payable in four, five, six, and seven years, from date of sale; the contract stipulating that one-tenth of the land purchased shall be fenced and cultivated, each and every year for five years from the date of sale, so that at the end of five years one-half shall be fenced and under cultivation.

TWENTY PER CENT. WILL BE DEDUCTED

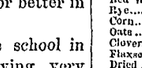
from the valuation for cash, except the same should be at six dollars per acre, when the cash price will be $5 dollars.

Pamphlets descriptive of the lands, soil, climate, productions, prices, and terms of payment, can be had on application to J. W. FOSTER,
Land Commissioner, Illinois Central Railroad,
Chicago, Illinois.

For the names of the towns, villages, and cities situated upon the Illinois Central Railroad, *see* pages 188, 189, and 190 Appleton's Railway Guide. [Feb. 13, '61-wtf.

PUBLIC SALE.—The subscriber will sell at Public Sale, at his residence in Henderson township,

ON FRIDAY THE 22d FEB. 1861.



The following personal property two Colts, two years old in the spring, two Milch Cows and several head of Young Cattle. Wagon and Hay Ladders, one Threshing Machine, Plows, Harrows, and other farming utensils. Sale to commence at 1 o'clock on said day, when terms will be made known by JACOB HETRICK.
Feb. 6, 1861.

NOTICE OF INCORPORATION.—
Notice is hereby given to all concerned, that application will be made to the Legislature of Pennsylvania, at its present Session, for the passage of "An Act to Incorporate the Powelton Coal and Iron Company," empowering said company to hold lands, &c., in Bedford and Huntingdon counties; and that the names of the corporators in said company will be

FRANCIS JORDAN, SAMUEL J. REEVES.
THOS. BIDDLE, ROBERT HARE POWELL,
CHAS. D. BRODHEAD, WM. H. HARNED.
Feb. 6, 1861.-2t.

NOTICE.—
All persons interested are hereby notified that at the present Session of the Legislature of Penn'a, an application will be made for the passage of an Act of Assembly to be entitled "An Act to incorporate the Glamergan Iron Company," giving such company the privilege of holding lands in Huntingdon and Bedford counties, and of carrying on the business of manufacturing iron therein, in which bill the undersigned will be the Corporators named.

CHARLES WOOD, SAML. ISETT,
R. B. WINTON, WM. P. ORBISON,
JNO. FULTON, L. T. WATTSON.
Feb. 6, 1861.-4t.

AUDITOR'S NOTICE.—
The undersigned Auditor appointed by the Orphans' Court of Huntingdon co., to distribute the balance in the hands of Henry Brewster and Jesse Hollingsworth, Administrators of the Hon. John Brewster, late of the borough of Shirleysburg, dec'd, hereby gives notice that he will *attend at his office in* Huntingdon, on *Thursday the 28th day of February next*, at one o'clock, P. M., for the purpose of making said distribution, when and where all persons interested are required to present their claims against said fund, or be forever debarred from coming in upon the same—the said fund being the balance on their partial Administration account.

THEODORE H. CREMER,
Auditor.
Huntingdon, Feb. 6, 1861.-4t.

AUDITOR'S NOTICE.—
The undersigned Auditor, appointed by the Court of *Common Pleas of* Huntingdon county, to distribute the fund in the hands of John C. Watson, sheriff, from the sale of the personal estate of David Wright, hereby gives notice to all persons interested, that he will attend at his office in Huntingdon, on *Friday the 1st day of March next*, at 10 o'clock, A. M., for the purpose of making said distribution, when and where all persons are required to present their claims against the said fund or be forever debarred from coming in upon the same. THEODORE H. CREMER,
Auditor.
Huntingdon, Feb. 6, 1861.-4t.

AUDITOR'S NOEICE.—
The undersigned Auditor, appointed by the Court of Common Pleas of Huntingdon county, to distribute the fund in the hands of John C. Watson, Esq., Sheriff, arising from the sale of the personal property of David Grove, hereby gives notice that he will attend, at his office in Huntingdon, on Friday, the 1st of March next, at 1 o'clock P. M., for the purpose of making said distribution, when and where all persons are required to *present their claims* against said fund, or be forever debarred from coming in upon the same. THEODORE H. CREMER.
Auditor.
Huntingdon, Feb. 6, 1861.-4t.

GRAND MILITARY & CITIZENS'
UNION BALL,
IN HONOR OF
MAJOR ROBERT ANDERSON,
The Hero of Fort Sumter,
At the Court House, in Huntingdon,
ON FRIDAY EVENING, FEB. 22, 1861.

TICKETS:—CITIZENS' TICKETS, $1.00
MILITARY " 50

The services of the "Excelsior Cornet Band," and the "Continental String Band" have been secured for the occasion.

☞There will be a Grand Display of FIREWORKS on that evening. Tickets can be procured of the undersigned.
E. C. SUMMERS,
Huntingdon, Jan. 30, 1861. Manager.

D. P. GWIN'S *is the place to buy* good and cheap Carpets.

GUM SHOES, cheaper at D. P. Gwin's than can be had in town. Call and see them.

RECEIPTS & EXPENDITURES OF HUNTINGDON COUNTY, from the 3d day of January 1860, to the 7th day of January 1861, including both days.

RECEIPTS.

1851.	Charles Green. West,	$2 97	
1853.	Luke Voorhees, Henderson,	131 69	
1855.	John Thompson, Walker,	97 34	
1856.	Solomon Hamer, Jackson,	49 95	
1857.	Joseph Park, Clay,	5 60	
"	William Johns, Cromwell,	30 00	
"	George Miller, Oneida,	159 80	
"	James G. Doyle, Shirley,	58 83	
"	*Joshua Johns, Springfield*,	7 84	
1858.	Wm. Walker, Alexandria,	38 77	
"	John S. Gehrett, Cassville,	6 76	
"	George D. Hudson, Clay,	144 65	
"	Joseph Cornelius, Cromwell,	169 50	
"	William McClain, Dublin,	90 13	
"	Jacob Hallman, Henderson,	24 79	
"	Peter Swoope, Huntingdon,	10 60	
"	Samuel Steffey, Jackson,	290 00	
"	Nathaniel Lytle, Morris,	648 74	
"	Daniel Knode, Porter,	203 73	
"	David Aurandt, Tod,	355 00	
"	Henry Swoope, Walker,	120 67	$2644 42
1859.	William Kemp, Alexandria,	252 50	
"	Samuel Myton, Barree,	974 58	
"	James K. Hampson, Brady.	299 61	
"	John R. Gosnell, Cass,	255 10	
"	Nicholas Corbin, Cassville,	49 30	
"	Joseph Diggins, Carbon,	490 21	
"	Benedict Stevens, Clay,	332 59	
"	James Baker Esq., Cromwell,	821 03	
"	John Ebberts, Franklin,	1657 81	
"	Elisha Shoemaker, Henderson,	274 50	
"	John Rothrock, Hopewell,	140 00	
"	A. S. Harrison, Huntingdon,	731 70	
"	John Oaks, Jackson,	1027 28	
"	John R. Dean, Juniata,	180 26	
"	Perry Moore, Morris,	991 40	
"	John Logan, Oneida,	164 53	
"	John Householder, Penn,	507 22	
"	Robert Laird, Porter.	1421 19	
"	David Parsons, Tell,	385 51	
"	Isaac Curfman, Tod,	1173 12	
"	John Eby, Shirley,	90 49	
"	George Leas, Shirleysburg,	606 21	
"	Moses Hamer, Walker.	923 82	
"	Peter H. Burket, Warriorsmark,	1403 87	
"	R. M. Cunningham, West,	192 53	
"	John Gayton, Union,	473 39	
"	James Harper, Dublin.	253 38	10313 31
"	*Jacob Baker, Springfield*,	200 45	
1860.	William Walker, Alexandria.	235 00	
"	Samuel W. Myton, Barree,	189 45	
"	Isaac Wolverton, Brady,	132 00	
"	Joseph P. Curfman, Cass,	40 00	
"	Austin Green, Cassville,	88 67	
"	Jesse Cook, Carbon,	84 29	
"	G. H. Stevens, Clay,	48 00	
"	Frederick Harman, Cromwell,	563 15	
"	Daniel Conrad, Franklin,	158 35	
"	Jacob Hetrick, Henderson,	1318 78	
"	Wm. K. Rahm, Huntingdon,	315 00	
"	Henry Lee, Jackson,	80 00	
"	Levi Ridenour, Juniata,	250 00	
"	Wm. Hileman, Morris,	72 53	
"	John P. Stewart, Oneida,	395 00	
"	Wm. Dean, Penn,	150 00	
"	R. A. Laird, Porter,	107 93	
"	John Silverthorn, Tell,	130 00	
"	Jacob Ellis, Tod,	309 23	
"	*George Smelker, Shirley*,	47 24	
"	W. A. Fraker, Shirleysburg,	325 00	
"	James Buckwalter, Walker,	405 00	
"	John R. Thompson, Warriorsmark,	140 65	
"	Henry Neff, West,	295 98	
"	Thomas Irvin, Union,	93 00	6079 62
"	Jacob B. Bare, Springfield,	487 12	
Received on unseated lands,		279 43	
School tax on " "		192 45	
Road " " "			959 00
Redemption money paid in,			242 00
On judgment against Charles Cowden,			450 13
Fines and Jury fees rec'd from Sheriff,			51 00
Rec'd on Com'th Cases Fines and costs			
N. Pelghtal,		16 50	
John Snyder,		12 61	
George Jones,		52 50	
J. Love Esq.,		4 67	
Sundry persons.		13 00	
R. Stewart Esq.,		1 32	
George Africa,		27 00	
A. W. Swoope Esq.,		1 34	
Kinney, Long & Parks,		25 08	
John Hall,		14 00	
George Harvey,		3 50	
John Baker,		15 00	
C. Sankey.		1 08	192 60
Rent for use of Court House,			61 50
H. W. Miller for old stove,			5 00
Proceeds of an estray,			2 80
Military Auditors for T. P. Love,			10 00
Balance due Treasurer,			1243 89
			$28356 13

EXPENDITURES:

Attorney Gen. Prothonotary, Sheriff and witness fees on Commonwealth prosecutions,	$1262 61	
Constables making returns and election fees,	411 61	
Grand and Traverse Jurors, Constables, Crier and Tipstaff.	2213 51	
Judges, Inspectors & Clerks of Elections,	1080 90	
Inquisitions on dead bodies,	103 61	
Wild Cat and Fox scalps,	386 50	
Road and Bridge views,	436 00	
Road Damages, Basil Armes,	$9 16	
" " H. C. Cremer,	100 00	109 16
Assessors orders,		370 62
Bridges, Building at McAlery's Fort,	620 00	
" " Shade Creek,	146 83	
" " Spring Creek,	300 00	
" " Shaver's Creek,	91 99	
" " Mill Creek,	50 00	1208 82
" Repairing at Dukes Ferry,	159 99	
" " Union Furnace,	153 75	
" " Hawn's.	79 50	993 30
Repairs at court house and jail,		285 59
Fuel " "		233 50
Paid on iron fence at court house,		200 00
" for pavement " "		141 87
" for Gas " "		60 95
" on County bonds,	1512 08	
" Interest on do.,	440 43	1923 11
Judgment paid F. H. Lane,		4782 54
D. Caldwell indexing Or. Session docket,	150 00	
" removing papers Pry's Office,	95 00	
" fees at 5 Cts. Of Sessions,	85 31	230 31
Seals and presses for public offices,	91 50	
Books and stationery " "	62 04	
Postage,	47 02	200 56
Sheriff Miller, in full for boarding prisoners conveying convicts to penitentiary, &c.,		151 98
Sheriff Watson, on account for do.,		402 70
" Miller costs on executions stayed by Commissioners,		18 30
Dr. Dorsey, medical attendance on pris.,		50 75
Printing for County:		
Nash & Whittaker,	142 75	
Wm. Lewis,	83 25	
Wm. Brewster,	3 50	
John Lutz,	23 50	252 00
Western Penitentiary, keeping convicts,		181 20
Merchandise for court house and jail,		38 72
Washing for jurymen,	20 00	
Cleaning court house,	25 00	45 00
Redemption money paid out,		167 54
County Auditors—T. W. Grafflus,	16 50	
Israel *Grafflus*,	13 00	
Wm. L. Cunningham,	19 50	
Clerk H. W. Miller,	10 00	64 00
J. S. Stewart, auditing Poor's & Reg. act.,		6 00
Commissioners—H. C. McCarthy, in full,	47 50	
G. W. Mattern,	60 50	
John Flenner,	158 50	
M. F. Campbell,	165 73	458 23
Clerk of Commissioners in full for 1859,	150 00	
" " on account for 1860,	330 00	480 00
Expenses of Com'rs visiting bridges,		35 70
Agricultural Society,		100 00
Refunding orders,		119 48
Jno Reed, Esq., *Atty for Comrs in full* '59,	25 00	
" on account for 1860,	30 00	55 00
" per centage on moneys collected,		81 62
School tax on unseated land,	69 45	
Road " " "	72 05	141 50
Treasurer of Hunt. Co. Poor House,		7799 62
Treasurers commission on $34451 *60 at 1½* per cent.		816 77
		$37256 13

In testimony of the correctness of the above, we hereunto subscribe our names and affix the seal of said county this 7th day of January, 1861.

JOHN FLENNER,
M. F. CAMPBELL, } Commissioners.
JOHN CUMMINGS,

Attest HENRY W. MILLER, Clerk.

We the undersigned Auditors of Huntingdon county, Pa., elected and sworn according to law, report that we *met, did audit, settle and adjust*, according to law, the accounts of H. W. Miller, Esq., Treasurer of the county of Huntingdon, and the orders of the Commissioners and the receipts of the same, for and during the past year, and find a balance due H. T. White, Treasurer, of one thousand two hundred and seventy-three dollars and eighty-nine cents.

Given under our hands at the Commissioners' Office, in the borough of Huntingdon, the 7th day of *January, 1861.*

T. W. GRAFFIUS,
WM. L. CUNNINGHAM, } Auditors.
HORATIO G. FISHER,

Feb. 6, 1861.-4t.

STEWARD'S STATEMENT—JOHN Thompson, Steward, in account with Huntingdon County Alms House, from Jan. 5th, 1860, to January 5d, 1861, inclusive:

DR. To County Treasurer for amount drawn	$1120 08	
Error discovered in last settlement,	37	
Levi Evans for his note on yoke oxen,	12 39	
John Hicks for his note one yoke oxen,	75 00	
J. McElwee, do do	9 00	
Wm. Piper, do do	28 50	
Wm. Glasgow, do do	42 20	
Wm. Skinner, do one horse sold him,	150 00	
Cumberland county Alms House cash received,	31 50	
Thomas McGarvey, for his note,	6 00	
J. Gilleland, do.,	75 00	
R. P. Moore, one

LAST NOTICE.—All who have unsettled accounts with me of six months standing or longer, are earnestly requested to call and settle up and save costs. I must have money or quit business. LEVI WESTBROOK.
Huntingdon, Jan. 2, 1861.

COAL OIL!! COAL OIL!!!

James A. Brown sells the *genuine* "PORTLAND KEROSENE," or COAL OIL, *clear as water.*

This is the only kind of oil that gives *entire satisfaction* as an agent for light.

Beware of counterfeits and colored carbon oils. They emit an offensive smell and smoke.

A large variety also of

COAL OIL LAMPS,

Chimneys, Globes, Wicks, Burners, Shades, &c., &c., sold at the very lowest prices, at the Hardware Store, Huntingdon, Pa.

THE HORSE AND HIS DISEASES,
THE HORSE AND HIS DISEASES,
THE HORSE AND HIS DISEASES,
A VALUABLE BOOK,

For sale at LEWIS' Book Store.

EVERYBODY'S LAWYER,
EVERYBODY'S LAWYER,
EVERYBODY'S LAWYER,
A VALUABLE BOOK,

For sale at LEWIS' Book Store.

THE FAMILY DOCTOR,
THE FAMILY DOCTOR,
THE FAMILY DOCTOR,
A VALUABLE BOOK,

For sale at LEWIS' Book Store.

LONGSTRETH ON THE HONEY BEE,
LONGSTRETH ON THE HONEY BEE,
LONGSTRETH ON THE HONEY BEE,
A VALUABLE BOOK,

For sale at LEWIS' Book Store.

DOWNING on FRUIT and FRUIT TREES
DOWNING on FRUIT and FRUIT TREES
DOWNING on FRUIT and FRUIT TREES.
A VALUABLE BOOK,

For sale at LEWIS' Book Store.

ROHRER'S
ROHRER'S
ROHRER'S
ROHRER'S
ROHRER'S
PRACTICAL CALCULATOR.
PRACTICAL CALCULATOR.
PRACTICAL CALCULATOR.
PRACTICAL CALCULATOR.
PRACTICAL CALCULATOR.

ROHRER'S PRACTICAL CALCULATOR.

A Book of Plain Rules and Calculations for Business Operations, by Martin M. Rohrer, Practical Surveyor and Conveyancer. New Edition, published by J. B. Lippincott & Co., Philadelphia.

This work contains 204 pages, and upwards of 500 Rules and Examples, entirely and thoroughly practical, such as arise every day in the common pursuits of business. It has already passed through a number of editions in rapid succession, and is pronounced by all classes of businessmen to be the handiest book of reference, pertaining to calculations, that has ever been published.

Every example in the book is worked out in full and stated in a plain manner, so that when a parallel case arises, those referring to the work will find no difficulty in solving it. In a word, the general arrangement of the CALCULATOR is simple, that any one who knows how to add, subtract multiply and divide, can easily solve any ordinary example that arises in business, or arrive at the true result of any estimate required.

The chief aim of the author has been to eschew theory and philosophy in figures, aiming only at facts and simpli city, believing that business men care little about spending time in discussing the philosophy of rules, or the science of figures, deeming it sufficient for their purpose to be able at a moment's reference, to arrive at the true result. The CALCULATOR differs in this respect from all other Arithmetics of the day; kindred works—it is a key to practical business calculations—it is, in the hands of the business man, what the key to mathematical works in the hands of *the teacher in the school room—it facilitates* time and insures correctness.

THE WORK TREATS OF THE

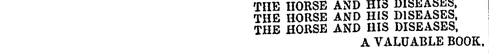
Measurement of Land, of Lumber, of Brick and Brick Work, of Stone and Stone work, of grain and grain bins, of coal and coal bins, of wood, of solids, of liquids, of circular, square or irregular vessels, of cisterns and vats, of roofing, of plasterer's, painter's, glazier's, paver's, plumber's, paper hanger's and upholsterers' work. It treats of currency and of foreign and domestic exchange, of the decimal system, of reduction and its extended application to business, of simple and compound interest, and their entire application to business transactions, with the laws and usages governing the same, *together with numerous* commercial forms—of legal tender, of partial payment on notes, of banking and bank discount, of equation of payment and of partnership accounts, of assessment of taxes, of weights and measures, of square and cubic measure, of the square root and its application to business of surfaces, of excavation, and of many other important practical matters not within the scope of an advertisement to mention.

IT IS JUST THE BOOK FOR THE

Farmer, the merchant, the mechanic, the artizan, or the professional man. It has proven a valuable auxiliary to the lawyer, the justice of the peace, the conveyancer, and real estate broker, to the surveyor, the banker, the clerk, to the civil engineer and the surveyor, to the carpenter and bricklayer, to the stonemason and the plasterer, to the paper hanger and upholsterer, to the paver and the tiler, &c., &c.; each and all will find it adapted to their various wants better than any book published.

☞ Price, 50 cents. For sale at Lewis' Book Store.
Huntingdon, Dec. 26, 1860.

PENNSYLVANIA RAIL ROAD.
TIME OF LEAVING OF TRAINS



WESTWARD. MAIL	FAST LINE.	ACCOMODATION	STATIONS.	EASTWARD. ACCOMODATION	FAST LINE.	MAIL
A. M.	P. M.	A. M.		P. M.	A. M.	P. M.
11 05	7 04	9 10	Newton Hamilton,	11 35	9 48	1 38
11 15	7 10	6 23	Mt. Union,	11 25	9 41	1 30
11 33	7 20	6 36	Smith's Creek,	11 11	9 30	1 16
11 53	7 36	6 51	Huntingdon,	11 01	9 18	1 05
12 10	7 48	7 06	Petersburg,	10 48	9 03	12 50
12 20	7 54	7 13	Barree,	10 40	8 56	12 43
12 30	8 03	7 20	Spruce Creek,	10 34	8 51	12 36
12 48	8 13	7 34	Birmingham,	10 21	8 39	12 20
12 58	8 22	7 42	Tyrone,	10 18	8 30	12 10
1 10	8 30	7 50	Tipton,	10 03	8 21	11 58
1 17	8 34	7 54	Fostoria,	9 58	8 16	11 53
1 23	8 37	7 58	Bell's Mills,	9 54	8 13	11 49
1 40	8 50	8 13	Altoona,	9 40	8 00	11 35
P. M.	P. M.	A. M.		P. M.	A. M.	A.M.

HUNTINGDON & BROAD TOP RAILROAD.—CHANGE OF SCHEDULE.

On and after Monday, Nov, 26th, 1860, Passenger Trains will arrive and depart as follows:

UP TRAINS.

Leave Huntingdon at 7.20 A. M. & 4.15 P. M.
" Saxton " 9.10 A. M.
Arrive at Hopewell " 9.45 A. M.

DOWN TRAINS.

Leave Hopewell at 10.20 A. M.
" Saxton " 10.55 A. M. & 6.30 P. M.
Arrive at Huntingdon 12.55 P. M. & 8.20 P. M.

J. J. LAWRENCE,
Nov. 26, 1860. Supt.

THE PEOPLE'S COOK BOOK.

MODERN COOKERY
IN ALL ITS BRANCHES.
BY
MISS ELIZA ACTON.

Carefully Revised by Mr. J. S. Hale.

IT TELLS YOU How to choose all kinds of Meats, Poultry, and Game, with all the various and most approved modes or dressing and cooking Beef and Pork; also the best and simplest way of salting, pickling and curing the same.

IT TELLS YOU All the various and most approved modes of dressing, cooking, and boning Mutton, Lamb, Veal, Poultry, and game of all kinds with the different Dressings, Gravies, and Stuffings appropriate to each.

IT TELLS YOU How to choose, clean, and preserve Fish of all kinds, and how to sweeten it when tainted; also all the various and most approved modes of cooking, with the different Dressings, Sauces, and Flavorings appropriate to each.

IT TELLS YOU All the various and most approved modes of preparing over 50 kinds of Meat, Fish, Fowl, Game, and Vegetable Soups, Broths, and Stews, with the Relishes and Seasonings appropriate to each.

IT TELLS YOU All the various and most approved modes of cooking Vegetables of every description, also how to prepare Pickles, Catsups and Curries of all kinds, Potted Meats, Fish, Game, *Mushrooms*, &c.

IT TELLS YOU All the various and most approved modes of preparing and cooking all kinds of Pies and Fancy Pastry, Puddings, Omelettes, Fritters, Cakes, Confectionery, Preserves, Jellies, and Sweet Dishes of every description.

IT TELLS YOU All the various and most approved modes of making Bread, Rusks, Muffins, and Biscuit, and the best method of preparing Coffee, Chocolate, and Tea, and how to make Syrups, Cordials, and Wines of various *kinds*.

IT TELLS YOU How to set out and ornament a Table, how to Carve all kinds of Fish, Flesh or Fowl, and in short, how to so simplify the whole Art of Cooking as to bring the choicest luxuries of the table within the everybody's reach.

The book contains 418 pages, and upwards of 1200 Recipes, all of which are the results of actual experience, having been fully and carefully tested under the personal superintendence of the writers. It is printed in a clear and open type, is illustrated with appropriate engravings, and will be forwarded to any address, neatly bound, and postage paid, on receipt of the price, $1.00, or in cloth, extra $1.25.

$1500 A YEAR can be made by enterprising men everywhere, in selling the above work, our inducements to all such being very liberal.

For single copies of the Book, or for terms to agents, with other information, apply to or address

JOHN E. POTTER, Publisher,
No. 617 Sansom Street, Philadelphia, Pa.
Nov. 7, 1860.—6m.

Philadelphia Advertisements.

HOWARD ASSOCIATION, PHILADELPHIA.

A Benevolent Institution established by special Endowment, for the Relief of the Sick and Distressed, afflicted with Virulent and Epidemic Diseases, and especially for the Cure of Diseases of the Sexual Organs.

Medical Advice given gratis, by the Acting Surgeon, to all who apply by letter, with a description of their condition, (age, occupation, habits of life, &c.,) and in cases of extreme poverty, Medicines furnished free of charge.

Valuable Reports on Spermatorrhœa, and other Diseases of the Sexual Organs, and on the new Remedies employed in the Dispensary, sent to the afflicted in sealed letter envelopes, free of charge. Two or three Stamps for postage will be acceptable.

Address, DR. J. SKILLEN HOUGHTON, Acting Surgeon, Howard Association, No. 2 South Ninth Street, Philadelphia, Pa. *By order of the Directors.*

EZRA D. HARTWELL, *President.*
GEO. FAIRCHILD, *Secretary.*
Dec. 19, 1860.—1y.

SOWER, BARNES & CO.,

PUBLISHERS AND DEALERS IN
Miscellaneous, School and Blank Books,
AND
STATIONERY,
No. 37 North Third Street, below Arch,
PHILADELPHIA.
Cn. G. Sower, }
W. H. Barnes, } PHILADELPHIA.
F. C. Potts, }

Publishers of Pelton's Outline Maps and Keys, the largest and best Outline Maps ever published, Sander's New Readers, Greenleaf's and Brook's Arithmetics, &c. Monteith's and McNally's Geographies, White's Copy Books, Blank Books, Writing, Wrapping, Cartrige and Wall Papers. [Nov. 14, '60.

TO PERSONS OUT OF EMPLOYMENT. AGENTS WANTED.

In every County of the United States, to engage in the sale of some of the best and most elegantly illustrated Works published.

Our publications are of the most interesting character, adapted to the wants of the Farmer, Mechanic and Merchant; they are published in the best style and bound in the most substantial manner, and are worthy a place in the Library of every Household in the Land.

☞ To men of enterprise and industrious habits, this business offers an opportunity for profitable employment seldom to be met with.

☞ Persons desiring to act as agents will receive promptly by mail full particulars, terms, &c., by addressing LEARY, GETZ & Co., Publishers,
No. 324 North Second Street, Philadelphia.
Nov. 14, 1860

CHEAP WATCHES!

CHEAP WATCHES!!

JACOB LADOMUS,
NO. 618, MARKET STREET, PHILADELPHIA,

Has on hand and is constantly receiving large assortments of *American, English, and Swiss Watches*, which he will sell at lower prices than ever offered.

J. L. would call particular attention to the celebrated *American Watch*, which for accuracy of time and durability, and less liability of getting out of order, is superior to any other imported watch, made at anything like the same cost. Jewelry, Silver and Plated Ware, of all styles and patterns.

—ALSO—

Gold, Silver and Steel Spectacles,

with glasses for all ages, with PATENT, as well as the old style frames. All goods sold at my establishment are warranted to be as represented, and satisfaction guaranteed to all purchasers, at No. 618, Market Street, Corner of Decatur. [Sept. 19, 1860,—1y.

R. NEWELL'S
PHOTOGRAPH GALLERY,
No. 724 Arch Street, Philadelphia.

One of the largest and most complete Galleries in the States, where the best Pictures, known to the Photographic art, are taken at prices no higher than are paid for miserable caricatures.

The Proprietor, a practical Photographer, attends personally, every sitting—and allows no picture to leave the Gallery unless it gives perfect satisfaction.

Daguerreotypes and Ambrotypes, of absent or deceased friends, photographed to any require d size, or taken on Canvass, life size, and painted in Oil by the best Artists.

At this Gallery pictures can be taken in any weather—as perfect in cloudy days as when the sun shines.

Persons visiting the city are respectfully invited to examine our specimens, which for price and quality defy competition.

☞ Instructions given in the art of Photography.
R. NEWELL,
GALLERY OF ART,
724 Arch Street, Philadelphia.

COMMENDATIONS:

From Hon. Lewis D. Campbell, M. C., Ohio.

My family and friends all concur in the opinion that the (Newell) picture is more life-like than any thing they ever saw. My likeness has been repeatedly taken by difficient Artists in various ways, but I have never yet had one which presents so true to nature, all the features and expressions of countenance as this.

From Hon. E. Joy Morris, late Minister to Italy,

The exquisite finish, beauty and softness of your portraits, conjoined with their durability of color and faithfulness as likenesses, cannot tell to commend them to the attention and patronage of all who appreciate true art.

From Col. James Page.

Having occasion for a portrait, I procured one from Mr. Robert Newell, of the city of Philadelphia, a miniature in Oil Colors, *under the new process discovered by him*, and take great pleasure in expressing the satisfaction given me, not only by the accuracy of the likeness, but in the artistic finish in all respects, and recommends him to the patronage of those disposed to encourage the beautiful art.
Nov. 23, 1860 JAS. PAGE.

GREAT WORK ON THE HORSE.

THE HORSE & HIS DISEASES:

BY ROBERT JENNINGS, V.S.,
Professor of Pathology and Operative Surgery in the Veterinary College of Philadelphia, etc., etc.

WILL TELL YOU Of the Origin, History and distinctive traits of the various breeds of European, Asiatic, African and American Horses, with the physical formation and peculiarities of the animal, and how to ascertain his age by the number and condition of his teeth; illustrated with numerous explanatory engravings.

THE HORSE AND HIS DISEASES

WILL TELL YOU Of Breeding, Breaking, Stabling, Feeding, Grooming, Shoeing, and the general management of the horse, with the best modes of administering medicine, also, how to treat Biting, Weaving, Rearing, Shying, Stumbling, Crib-Biting, Restlessness, and other vices to which he is subject; with numerous explanatory engravings.

THE HORSE AND HIS DISEASES

WILL TELL YOU Of the causes, symptoms, and Treatment of Strangles, Sore Throat, Distemper, Catarrh, Influenza, Bronchitis, Pneumonia, Pleurisy, Broken Wind, and Chronic Cough, Roaring and Whistling, Lampas, Sore Mouth and Ulcers, and Decayed Teeth, with other diseases of the Mouth and Respiratory Organs.

THE HORSE AND HIS DISEASES

WILL TELL YOU Of the causes, symptoms, and Treatment of Worms, Bots, Colic, Strangulation, Stony Concretions, Ruptures, Palsy, Diarrhœa, Jaundice, Hepatitis, Bloody Urine, Stones in the Kidneys and Bladder, Inflamation and other diseases of the Stomach, Bowels, Liver and Urinary Organs.

THE HORSE AND HIS DISEASES

WILL TELL YOU Of the causes, symptoms, and Treatment of Fistula, Poll Evil, Glanders, Farcy, Scarlet Fever, Mange, Surfeit, Locked Jaw, Rheumatism, Cramp, Galls, Diseases of the Eye and Heart, &c., &c., and how to manage Castration, Bleeding, Trephining, Rowling, Firing, Hernia, Amputation, Tapping, and other surgical operations.

THE HORSE AND HIS DISEASES

WILL TELL YOU Of Rarey's Method of taming Horses; how to Approach, Halter, or Stable a Colt; how to accustom a horse to strange sounds and sights, and how to Bit, saddle, Ride, and Break him to Harness; also the form and law of WARRANTY. The whole being the result of 15 years' careful study of the habits, peculiarities, wants and weaknesses of this noble and useful animal.

The book contains 384 pages, appropriately illustrated by nearly 100 Engravings. It is printed in a clear and open type, and will be forwarded to any address, postage paid, on receipt of price, half bound, $1.00, or, in cloth, extra, $1.25.

$1000 A YEAR can be made by enterprising men everywhere, in selling the above, and other popular works of ours. Our inducements to all such are exceedingly liberal. For single copies of the Book, or for terms to Agents, with other information, apply to or address

JOHN E. POTTER, Publisher,
No. 617 Sansom Street, Philadelphia, Pa.
Nov. 7, 1860.—6m.

NEW CIGAR AND TOBACCO STORE. J. A. HANIGAR,

Practical tobacconist, has opened a new TOBACCO STORE AND CIGAR MANUFACTORY, on Allegheny St., one door west of the Broad Top Railroad Office, where he has on hand a large assortment of primo Cigars and Tobacco, which he will sell either wholesale or retail. Store keepers, shopkeepers, and all others who deal in the weed should call. His prices are low. Call and see.
Huntingdon, Nov. 7, 1860.

A RARE CHANCE.—FOR SALE CHEAP,

The well known Ambrotype wagon, situated on Hill street, with everything in perfect order, for carrying on the business. Terms easy and a reasonable credit given. For further information apply soon to the undersigned, on Allegheny street, Huntingdon.
Nov. 21, 1860. WM. F. THOMAS.

SALT! SALT!! SALT!!!

Just received from the Onondago Salt Company, Syracuse, N. Y., to be sold on commission, either wholesale or retail, 200 BARRELS and 1000 SACKS of SALT.
Oct. 31, 1860. FISHER & SON.

CALL at the new CLOTHING STORE of GUTMAN & CO., if you want a good article of Clothing. Store room in Long's new building, in the Diamond, Huntingdon. Sept. 9, 1857.

D. P. GWIN,
Dealer in Dry Goods, Groceries, Hardware, Queensware, Hats and Caps, Boots and Shoes, &c.

WHAT EVERYBODY WANTS.

EVERYBODY'S LAWYER
AND
COUNSELLOR IN BUSINESS

BY FRANK CROSBY,
OF THE PHILADELPHIA BAR.

It Tells You How to draw up PATTENSHIP PAPERS and gives general forms for AGREEMENTS of all kinds, BILLS OF SALE, LEASES and PETITIONS.

It Tells You How to draw up BONDS and MORTGAGES, APPRENTICE INDENTURES, POWERS of ATTORNEY, NOTES and BILLS of EXCHANGE, RECEIPTS and RELEASES.

It Tells You The laws for the COLLECTION of DEBTS, with the STATUTES of LIMITATION, and amount and kind of property EXEMPT from EXECUTION in every STATE.

It Tells You How to make an ASSIGNMENT properly, with forms for COMPOSITION with CREDITORS, and the INSOLVENT LAWS of every State.

It Tells You The legal relations existing between GUARDIAN and WARD, MASTER and APPRENTICE, and LANDLORD and TENANT.

It Tells You What constitutes LIBEL and SLANDER, and the LAW as to MARRIAGE BONDS, the WIFE'S SEPARATE PROPERTY, DIVORCE and ALIENAGE.

It Tells You The Law for MECHANICS' LIENS in every State, and the NATURALIZATION LAWS of this country, and how to comply with the same.

It Tells You The law concerning PENSIONS and how to obtain one, and the PRE-EMPTION LAWS to PUBLIC LANDS.

It Tells You The LAW for PATENTS, with mode of procedure in establishing one, with INTERFERENCES, ASSIGNMENTS and TABLE OF FEES.

It Tells You How to make your WILL, and how to ADMINISTER ON an ESTATE, with the law and the requirements thereof in every State.

It Tells You The meaning of LAW TERMS in general use, *and explains to you the LEGISLATIVE*, EXECUTIVE and JUDICIAL DUTIES of both the General and State GOVERNMENTS.

It Tells You How to KEEP OUT OF LAW, by showing how to do your business legally, thus saving a vast amount of property, and vexatious litigation, by its timely consultation.

☞ Every body's Lawyer is for sale at Lewis' Book Store

NEW MILLINERY ESTABLISHMENT IN HUNTINGDON.

MRS. L. A. HAMER,

Respectfully informs the ladies of Huntingdon and vicinity, that she has opened a Millinery store on Hill street, one door west of Dr. Dorsey's residence, where may be found every article in her line of business such as Bonnets, Ribbons, Laces Blonde Collars, Under Sleeves, Veils, and a general assortment of fancy Goods.

The ladies are respectfully invited to call and examine her stock.

Ladies, dresses of all kinds made in the best and most fashionable style.
Huntingdon, Sept. 24, 1860 –6m.

SELLING OFF FOR CASH!!

BARGAINS IN HARDWARE.

As "the nimble penny is better than the slow sixpence," and *small profits in cash*, are better than *vexing eyesore book accounts*, JAMES A. BROWN is now determined to sell off the large and splendid stock of Hardware, Cutlery, &c., which he has just brought from the east, at such low prices, *as will induce every body to crowd in for a share of the bargains.*

His stock includes a complete variety of

BUILDING-HARDWARE, MECHANICS' TOOLS,
CUTLERY, HOLLOW-WARE,
OILS, PAINTS, SADDLERY,
VARNISHES, GLASS, CARRIAGE TRIMMINGS,
STEEL, IRON, CHAIN PUMPS, LEAD PIPE,
MOROCCO, LINING SKINS,
COAL OIL LAMPS and COAL OIL, &c., &c.,

Together with a full assortment of everything pertaining to his line of business.

☞ All orders receive prompt attention. ☜
Huntingdon, Sept. 24, 1860. JAS. A. BROWN.

2,000 CUSTOMERS WANTED!

NEW GOODS FOR FALL and WINTER.

BENJ. JACOBS

Has received a fine assortment of DRY GOODS for the Spring and Summer season, comprising a very extensive assortment of

LADIES DRESS GOODS,
DRY GOODS in general,
READY-MADE CLOTHING.
For Men and Boys

GROCERIES, HATS & CAPS,
BOOTS AND SHOES, &c. &c.

The public generally are requested to call and examine my goods—and his prices.

As I *am determined* to sell my Goods, all who call may expect bargains.

Country Produce taken in Exchange for Goods.
BENJ. JACOBS, *at the Cheap Corner.*
Huntingdon, Sept. 24, 1860.

DON'T FORGET,

THE NEW STORE.

WALLACE & CLEMENT,

Have just received another stock of new goods, such as

DRY GOODS, GROCERIES, QUEENSWARE, &C,

in the store room at the south-east corner of the Diamond in the borough of Huntingdon, lately occupied as a Jewelry Store.

Their Stock has been carefully selected, and will be sold low for *cash or country produce.*

FLOUR, FISH, HAMS, SIDES, SHOULDERS, SALT, LARD, and provisions generally, kept constantly on hand on reasonable terms.
Huntingdon, Sept. 24, 1860.

COME TO THE NEW STORE FOR CHEAP BARGAINS.

NEW GROCERY
AND
CONFECTIONERY.

C. LONG

Informs the citizens of Huntingdon and vicinity, that he has opened a new Grocery and Confectionery Store in the basement, under Gutman & Co.'s Clothing Store, in the Diamond, and would most respectfully request a share of public patronage. His stock consists of all kinds of the

BEST GROCERIES,
CONFECTIONERIES, &c., &c.

Fish can be had at wholesale or retail.

ICE CREAM will be furnished regularly to parties and individuals, at his room.
Huntingdon, Sept. 24, 1860.

A beautiful lot of Shaker Bonnets for sale cheap, at D. P. GWIN'S.

CLOAKING Cloths, Tassels, Cords and Binding, cheap at D. P. GWIN'S.

YOU will find the Largest and Best assortment of Ladies' Dress Goods at D. P. GWIN'S.

PARCHMENT DEED PAPER—ruled, for sale at *LEWIS' BOOK STORE.*

WINDOW SHADES, CORDS, *TASSELS, &C.,* and BAILEY'S FIXTURES,

A handsome assortment just received and for sale at LEWIS' BOOK, STATIONERY & MUSIC STORE.

DARK Colored Palm Hoods, best quality, only 50 cts. each. FISHER & SON.

COAL OIL & COAL OIL LAMPS, for 75 cents and upwards, at the Hardware Store of J. A. BROWN.

THE best Tobacco in town, at D. P. GWIN'S.

LADIES' SKATES are sold by FISHER & SON.

A fine stock of Ladies' Furs just received at the cheap store of FISHER & SON.

A large assortment of Nubias, Opera Caps, Scarfs, suitable for ladies and children, by FISHER & SON.

THE largest stock of De Laines in town by FISHER & SON.

WRAPPING PAPER! A good article for sale at *LEWIS' BOOK STORE.*

BUTCHER-KNIVES and Carvers, in great variety, for sale at the Hardware Store of JAMES A. BROWN.

THE best display and largest variety of all kinds of Goods, can always be found at the cheap store of FISHER & SON.

IF you want handsome Goods, good Goods, cheap Goods, and all kinds of Goods, goto D. P. GWIN'S.

HOOPED SKIRTS worth 2 50 will be sold for $1 25 at the cheap store of FISHER & SON.

A Splendid variety of Carpets, only 25 cts. per yard. FISHER & SON.

IF you want Carpets and Oil Cloths, call at D. P. GWIN'S, where you will find the largest assortment in town.

CARPET Sacks and Fancy Baskets at D. P. GWIN'S.

NEW GOODS! NEW GOODS!!

FOR FALL and WINTER,
AT
D. P. GWIN'S STORE.

D. P. GWIN has just received the largest and most fashionable and best selected Stock of Goods in the market, consisting of Cloths, Cassimeres, Plain and Fancy, Satinets, Kentucky Jeans, Tweeds, Beaverteens, Velvet Cords, Cotton Drills, Linen Duck, Blue Drills, and other fashionable Goods for Men and Boys' wear.

The largest and best assortment of Ladies' Dress Goods in town, consisting of Black and Fancy Silks, All Wool Delains, Chaille Delains, *Alpacas, Plain and Figured* Braize, Lawns, Ginghams, Ducals, Larella Cloth, De laige, Traveling Dress Goods, and a beautiful assortment of Prints, Brilliants, &c.

Also, Tickings, Checks, Muslins, (bleached and unbleached,) Cotton and Linen Diaper, Cash, Nankeen, &c.

Also, a large assortment of Ladies' Collars, Dress Trimmings, Ribbonds, Gloves, Mitts, Gauntlets, Hosiery, Silk and Linen Handkerchiefs, Victoria Lawn, Mull Muslins, Swiss and Cambric Edging, Dimity Bands, Velvet Ribbons, and a great variety of Hooped Skirts, &c.

Also, a fine assortment of Spring Shawls.

Also, Boots and Shoes, Hats and Caps, Shaker Bonnets, Hardware, Queensware, Wood and Willow Ware, Groceries, Salt and Fish.

Also, the largest and best assortment of Carpets and Oil Cloths in town, which will be sold cheap. Call and examine my Goods, and you will be convinced that I have the best assortment and cheapest Goods in the market.

☞ Country Produce taken in exchange for Goods, at the Highest Market Prices. D. P. GWIN.
Huntingdon, Sept. 24, 1860.

NEW GOODS AGAIN.

THE PLACE TO CALL

IS AT G. A. MILLER'S STORE.

GROCERIES,
DRY-GOODS,
BOOTS & SHOES,
HATS & CAPS,
FRESH CONFECTIONARIES, &C., &C.

AS CHEAP AS THE CHEAPEST!
AND AS GOOD AS THE BEST!

G. A. Miller has now on hand a well selected stock of fresh Groceries, Dry Goods, Confectionaries, Hats & Caps, Boots & shoes, Notions, &c., all of which he is ready to dispose of at reasonable prices.

The public generally are invited to call and examine his goods.

Thankful for the patronage he has received, he respectfully solicits a continuance of the same.

The ladies are respectfully invited to call and examine her stock.

Ladies, dresses of all kinds made in the best and most fashionable style.

Huntingdon, Sept. 24, 1860 –6m.

NEW BOOKS!

FOR SALE AT LEWIS' BOOK STORE

THE HOUSE: A NEW POCKET MANUAL of Rural Architecture; or, How to Build Dwellings, Barns, Stables, and Out Buildings of all kinds. With a Chapter on Churches and School-Houses. Price, 50 cents.

THE GARDEN: A NEW POCKET MANUAL of Practical Horticulture; or, How to Cultivate Vegetables, Fruits, and Flowers. With a Chapter on Ornamental Trees and Shrubs. Price, 50 cents.

THE FARM: A NEW POCKET MANUAL of Practical Agriculture; or, How to Cultivate all the Field Crops. With an Essay on *Farm Management*, etc. Price, 50 cents.

DOMESTIC ANIMALS: A NEW POCKET MANUAL of Cattle, Horse, and Sheep Husbandry; or, How to Breed and Rear the Various Tenants of the Barn-yard, etc. etc Price, 50 cents.

HOW TO TALK: A NEW POCKET MANUAL of Conversation and Debate, with *Directions for Acquiring a Grammatical Style*, and more than Five Hundred Common Mistakes Corrected. Price, 50 cents.

HOW TO BEHAVE: A NEW POCKET MANUAL of Republican Etiquette, and Guide to Correct Personal Habits: with Rules for Debating Societies and Deliberative Assemblies, etc. Price, 50 cents.

HOW TO DO BUSINESS: A NEW POCKET MANUAL of Practical Affairs and Guide to success in Life: with a Collection of Business Forms, and a Dictionary of Commercial Terms, etc. Price, 50 cents.

H. ROMAN.

NEW
CLOTHING
FOR
FALL AND WINTER,
JUST RECEIVED
AT
H. ROMAN'S
CHEAP CLOTHING STORE.

For Gentlemen's Clothing of the best material, and made in the best workmanlike manner, call at

H. ROMAN'S,

opposite the Franklin House in Market Square, Huntingdon. [Sept. 24, 1860.]

COME AGAIN!

ROBERT KING,

MERCHANT TAILOR,

Hill Street, one door west of Cremon's Store,

WITH A FINE ASSORTMENT OF

GENTLEMENS' DRESS GOODS.

His assortment consists of

CLOTHS, CASSIMERES, and
PLAIN AND FANCY VESTINGS,

the neatest and best that could be found in the city, all of which he will make to please in shrinking, and making up to order. It will cost nothing to call and examine his goods. Call soon.
Huntingdon, Sept. 24, 1860.–3m.

GREAT ARRIVAL
OF
FALL AND WINTER CLOTHING,

BOOTS AND SHOES, HATS AND CAPS.

M. GUTMAN & CO.,

M. GUTMAN & CO.,

M. GUTMAN & CO.,

Respectfully inform the public generally that they have just received a large and well selected stock of fashionable FALL AND WINTER CLOTHING,

to which they ask the attention of all who are in want of a neat and comfortable Coat, a Vest or a pair of Pants—Their stock will bear examination, and they respectfully request all to call and see for themselves.

Should gentlemen desire any particular kind or cut of clothing not found in the stock on hand, by leaving their measure they can be accommodated at short notice.

A good assortment of

BOOTS AND SHOES, HATS AND CAPS, &C., &C.,

will also be found on hand. All of which will be sold as low, if not lower, than the same quality of goods can be had in the county.

Call at the corner of the Diamond, Long's new building.
M. GUTMAN & CO.
Huntingdon, Sept. 4, 1860.

FRANKLIN HOUSE,
IN THE DIAMOND,
HUNTINGDON, PA.

VALENTINE CROUSE, Proprietor.

The citizens of the county, and strangers and travelers generally, will find comfortable accommodations at this house. Give us a trial. [April 4, 1860.]

PRACTICAL SURVEYOR,
OFFICE, HILL STREET, HUNTINGDON, PA.

SONGS AND BALLADS, &C.,

FOR EVERYBODY.

The Gentle Annie Melodist,
The Dime Melodist,
The Dime Song Book, No. 1,
The Dime Song Book, No. 2,
The Dime Song Book, No. 3,
The Dime Song Book, No. 4,
The Dime Song Book, No. 5,
The Dime Song Book, No. 6.
The Dime Letter Writer,
The Dime Dream Book,
The Dime Dialogues,
The Dime Speaker,
The Dime Cook Book,
The Dime Recipe Book.

For sale at LEWIS' BOOK, STATIONERY AND MUSIC STORE.

CARD.—DR. D. S. HAYS offers his professional services to the inhabitants of Mooresville and vicinity. Office, at the lower bank or Neff Mills, opposite Mrs. Myton's store. April 18. 1860-tf.

NEW AIR LINE ROUTE TO NEW YORK.

SHORTEST IN DISTANCE AND QUICKEST IN TIME

BETWEEN THE TWO CITIES OF NEW YORK AND HARRISBURG! VIA READING, ALLENTOWN AND EASTON.

MORNING EXPRESS, West, leaves New York at 6 A. M., arriving at Harrisburg at 12.45 noon, only 6¾ hours between the two cities.

MAIL LINE leaves New York at 12.00 noon, and arrives at Harrisburg at 8.30 P. M.

MORNING MAIL LINE, East, leaves Harrisburg at 8.00 A. M., arriving at New York at 4.30 P. M.

AFTERNOON EXPRESS LINE, East, leaves Harrisburg at 1.15 P. M., arriving at New York at 9.00 P. M.

Connections are made at Harrisburg at 1.00 P. M., with the Passenger Trains in each direction on the Pennsylvania, Cumberland Valley and Northern Central Railroad.

All trains connect at Reading with trains for Pottsville and Philadelphia, and at Allentown for Manch Chunk, Easton, &c.

No change of Passenger Cars or Baggage between New York and Harrisburg, by the 6.00 A. M. Line from New York or the the 1.15 P. M. from Harrisburg.

For beauty of scenery, mild speed, comfort and accommodation, this route presents superior inducements to the traveling public.

Fare between New York and Harrisburg five dollars.—For tickets and other information apply to

J. J. CLYDE, General Agent, Harrisburg.
July 18, 1860.

PHILADELPHIA AND READING RAILROAD.

SUMMER ARRANGEMENT.

ON AND AFTER MAY 28th, 1860.

Two passenger trains leave Harrisburg Daily, (Sundays excepted,) at 8.00 A. M., and 1.15 P. M., for Philadelphia, arriving there at 1.25 P. M., and 6.15 P. M.

Returning, leave Philadelphia at 8.00 A. M., and 3.30 P. M., arriving at Harrisburg at 12 45 noon and 8.20 P. M

Fares: To Philadelphia, No. 1 Cars, $3.25; No. 2 (in same train, $2.70)

Fares: To Reading, $1.60 and $1.20

At Reading, connect with trains for Pottsville, Minersville, Tamaqua, Catamisa, &c.

Four trains leave Reading for Philadelphia daily, at 6 A. M., 10.45 A. M., 12.30 noon and 3.45 P. M.

Leave Philadelphia for Reading at 8.00 A. M., 1.00 P. M., 3.30 P. M., and 5.30 P. M.

Fares: Reading to Philadelphia, $1.75 and $1.45.

The morning train from Harrisburg connects at Reading with up train for Wilkesbarre, Pittston and Scranton.

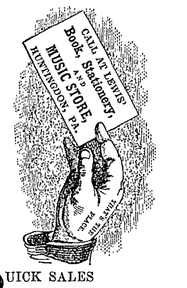
For through tickets and other information apply to

J. J. CLYDE,
General Agent.

ALEXANDRIA FOUNDRY.—

ROGER C. McGILL, manufacturer of all kinds of Castings; as Mill Gearing, Mill Irons, Threshing machine, sled and sleigh soles, wagon boxes, stoves of various kinds, kettles, plough shares to suit all kinds of ploughs; also, our wheels and railroad work, and now and improved plough that renders satisfaction to all farmers that have used them. I will keep all kinds of plough shears and ploughs at Messrs. Fisher & McMurtrie's, Huntingdon, and at Mr. George Eby's, Mill Creek, and will fill all orders promptly. The farmers will save money by getting shears and ploughs of McGILL, at the foundry head-quarters, at the place to buy cast iron. All kinds of produce, old metal and lumber, taken in exchange.—Hiring the pay and save ten per cent.

R. C. McGILL.
Alexandria, March 7, 1860–1y.



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